

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4830

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WEDNESDAY, MAY 3, 1905.

三年禮

號三月五英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 20,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,720,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO, LONDON.  
NAGASAKI, NEW YORK.  
LYONS, HONOLULU.  
SAN FRANCISCO, SHANGHAI.  
HOMBAI, NEWCHANG.  
TIENTSIN, LIAOYANG.  
PEKING, DALNY.  
KOBE.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,  
Manager.

Hongkong, 29th March, 1905. [20]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$8,000,000  
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.  
H. A. W. SLADE, Esq., Deputy Chairman.  
E. Goetz, Esq.  
Hon. W. J. Gresson, Esq.  
A. Haupt, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.  
Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent per annum.  
For 6 months, 3 1/2 per cent per annum.  
For 12 months, 4 1/2 per cent per annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 27th March, 1905. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1905. [23]

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENT  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
M. HOMANN,  
Manager.

Hongkong, 1st April, 1905. [21]

## Insurance.

### NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept 1st Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th March, 1905. [52]

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS  
AUTHORIZED ..... GOLD \$10,000,000  
CAPITAL PAID UP ..... GOLD \$3,947,200  
RESERVE FUND ..... GOLD \$3,947,200

HEAD OFFICE:  
NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:  
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.  
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,  
Manager.

20, Des Vaux Road,  
Hongkong, 18th February, 1905. [21]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:  
CANTON, PENANG,  
CHEFOO, SINGAPORE,  
HANKOW, TIENTSIN,  
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

2 per annum Fixed Deposits for 3 months.

5 1/2 " " " 12 " "

E. W. RUTTER,  
Manager.

Hongkong, 6th January, 1905. [19]

### THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent

" " " 6 " " 3 1/2 "

" " " 3 " " 2 1/2 "

T. P. COCHRANE,  
Manager.

Hongkong, 19th May, 1904. [24]

## ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES ..... \$1.50.

### THE PHARMACY,

56, QUEEN'S ROAD CENTRAL,  
Hongkong.

Hongkong, 28th March, 1905. [43]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	MALTA R. A. Peters	About 5th May	Freight and Passage.
LONDON, &c.	COROMANDEL G. M. Monford, R.N.R.	May 6th Noon	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES	PERA A. L. Valentini	About 10th May	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	PALERMO E. G. Andrews	About 13th May	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 1st May, 1905. [2]

## Intimations.

### LANE, CRAWFORD & CO.

## PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

BRINSMEAD, STEINWAY, BROADWOOD, COLLARD & COLLARD, CHALLEN, DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism is made from the best materials only.

We have the longest experience in the Piano Trade of any dealers in the East, and are satisfied that Pianos made at home are infinitely superior to any constructed by makers in the East.

TUNING and REPAIRING attended to by experienced European Assistants.  
LARGE STOCKS OF MUSIC AND MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April, 10th, 1905. [34]

### POTASH SULPHUR WATER

IN BOTTLES, HALF-BOTTLES AND SPLITS.



FOR STOMACH troubles and all diseases arising from excess of URIC ACID such as Rheumatism and Rheumatic Gout consumers are benefited by drinking the water, it being a perfect alkaline corrective. It mixes well with Wines and Spirits without in any way destroying the flavour.

Telephone No. 754

Sole Agents for Hongkong:—

CALDBECK, MACGREGOR & CO.,  
15, Queen's Road.

Hongkong, 28th April, 1905. [17]

### E. C. WILKS & Co.,

#### CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

### OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.



OUR PROPELLERS  
Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.  
W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.  
H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 338.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [30]

## Intimations.

### All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



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## YEBISU BEER.

Per Case of 8 Dozen Pints - - - - \$15.50.

Sole Agents,

H. PRICE & CO.,  
12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [36]

### JOHN DEWAR SONS & Co., PERTH

## WHISKY,

Extra Special \$16.00 per case 12/1.

White Label \$24.00 " " 12/1

KRUSE & Co.  
SOLE AGENTS.

CONNAUGHT HOUSE,  
Hongkong, 1st July, 1904. [39]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

### ACHEE & Co.,

祥利廣

ESTABLISHED 1859.

## FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [41]

## HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,  
Acting Manager.

Hongkong, 7th February, 1905. [26]

### MACAO AND CANTON

## HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER, Proprietor.

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madozuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Maeda, Mannoura, Onoura, Otsuji, Sasahara, Teikoku, Yoshinotani, Yoshio, Yonokibara, and other Coals.  
S. MINAMI, Manager, Hongkong.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " " R. D. Thomas.  
 "FATSHAN," 2,260 " " " W. A. Valentia.  
 "HANKOW," 3,073 " " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " " J. J. Lossin.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.  
 Cheap Excursions on Sundays, per S.S. "Honam," leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 1,110 tons, Captain T. Hamlin.  
 This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.  
 "NANNING," 569 " " " C. Butchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shihing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.  
 Canton to Samshui, Single \$7.50.

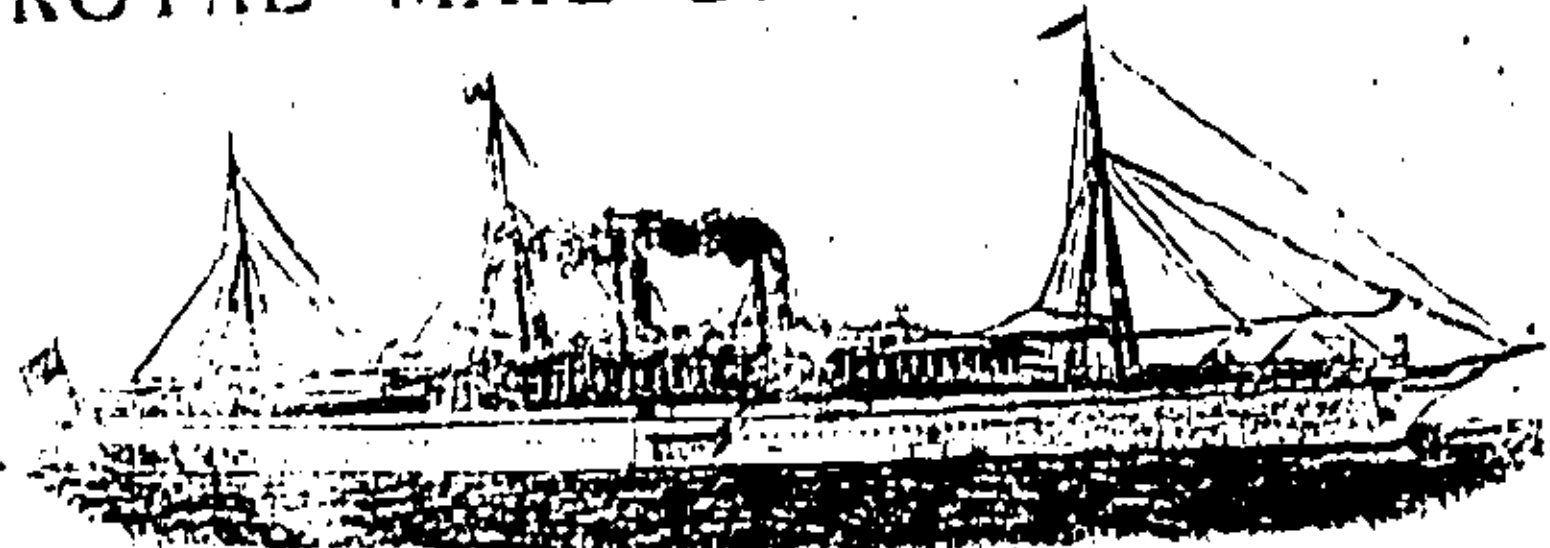
## HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.  
 FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).  
 FARES:—Hongkong to Kongmoon, Single \$6.00.  
 Hongkong to Kumchuk, Single \$7.00.  
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 26th April, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.)  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
 R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 10th May.  
 "ATHENIAN," 4,440 " " WEDNESDAY, 24th May.  
 "EMPERESS OF CHINA," 6,000 " " WEDNESDAY, 31st May.  
 "EMPERESS OF INDIA," 6,000 " " WEDNESDAY, 21st June.  
 "TARTAR," 4,425 " " WEDNESDAY, 5th July.  
 Hongkong to London, 1st Class, via St. Lawrence L60. Via New York L62.  
 Hongkong to London, Intermediate or Steamer, and 1st Class Rail " " L40. " " L42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.  
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.  
 Passengers booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Hand-Books, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 9, Pedder's Street.  
 Hongkong, 26th April, 1905.

## HAMBURG-AMERIKA LINE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SLAVONIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	5th May.	Freight and Passengers.
SEGROVIA	HAVRE, BREMEN and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	10th May.	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	30th May.	Freight.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	13th June.	Freight.
BRISGAVIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	27th June.	Freight.
NUBIA	NEW YORK via SUEZ.	25th May.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 3rd May, 1905.

## D. NOMA, TATTOOER.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS;  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAVERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
 Shipping Orders will be granted till NOON, on MONDAY, the 8th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th May.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 30th May.
WILHELM	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,247	TUESDAY, 25th July.

ON TUESDAY, the 30th May, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
 KOBE & YOKOHAMA PRINZ SIGISMUND, TUESDAY, 9th May.  
 SHANGHAI, NAGASAKI, BAVERN, WEDNESDAY, 10th May.  
 KOBE & YOKOHAMA  
 SHANGHAI, NAGASAKI, ZIETEN, WEDNESDAY, 24th May.  
 KOBE & YOKOHAMA

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO., AGENTS.

Hongkong, 3rd May, 1905.

## JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAH	JAPAN	First half June	JAVA PORTS	First half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon-Passengers, and will take Cargo to all Netherlands-India Ports on through Bills of Lading.  
 For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 1st May, 1905.

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK-DAYS.	
7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
NIGHT CAR.	
8.45 p.m. and 9 p.m.	8.45 p.m. to 11.15 p.m.
every half hour.	
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARs as on Week Days.	







## Intimations.

**A. S. WATSON & CO.,**  
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1841.

WINE AND SPIRIT  
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MATURE,

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FINE FLAVOUR.

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Hongkong, 1st April, 1905.

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	per case	quarts.
Graves	9.00	
Graves Superior	11.00	
Sauternes	9.00	
Sauternes Superior	11.00	
Chateau La Tour de l'ile	18.00	
Chablis	18.00	
Meursault	25.00	
Montrachet	32.50	

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 20th December, 1904.

## BIRTHS.

At Mount Zion Cottage, Singapore, on Easter Monday, the wife of CHARLES A. PATON, of a son.

On the 24th April, at Singapore, the wife of J. M. DARKE, Superintendent Engineer, Norddeutscher Lloyd, of a son.

## MARRIAGES.

On 19th April, at St. Andrew's Cathedral, Singapore, THOMAS HENDERSON, son of Thomas H. Adam, Dirkenhead, to HELEN F. M. DARKE, daughter of F. M. Darke, Singapore.

On 19th April, at St. Andrew's Cathedral, Singapore, FREDERICK HENRY, eldest son of F. M. Darke, Singapore, to EVELYN, eldest daughter of Charles J. Fleming, of Dundee.

On the 24th April, at Singapore, CAROLINE ANELIA, eldest daughter of Mr. John Van Cuylenburg, P. W. D., Singapore, to Mr. ERNEST REINHOLD KEUN, Assistant Surgeon, Selangor, F. M. S.

## DEATHS.

At Singapore, on the 25th March, EURLY, wife of the late Patrick Junquim, aged 77 years, 1 month and 23 days.

On the 27th of April, 1905, at Woodville Ranch, Strathcona, Canada, JOHN B. CAMERON, of Grantown, Scotland.

On the 28th of April, 1905, at No. 9, Markham Road, Shanghai, HILDA VALERIE, beloved infant child of T. A. and Hilda J. A. Standing, aged two months.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 3, 1905.

## THE NEW SAILORS' INSTITUTE.

The formal opening of a new Institute for sailors is an event of considerable importance to the people of Hongkong, for it shows that this class of men are by no means forgotten. It was only a short time ago that a fund for unemployed seamen was opened by the Rev. J. H. France, who may be truly termed the sailors' friend in Hongkong, and a considerable sum of money was collected. Whether it sufficed for the needs of those qualified to apply for help is another question, but at any rate in a time of special stress, when the number of unemployed seamen in Hongkong was unusually large, it helped to tide them over the so-called festive season and start the New Year with renewed hopes of success. The New Sailors' Institute, situated on the Praya East, has been opened to meet a want felt by most seamen—the need of having a common rendezvous, where they may indulge in innocent pleasures without fearing that they are intruding. As present the ordinary seaman has practically nowhere to go, unless he visits the haunts and dives of the city where innocence is a shorn virtue and pleasure a mockery. It is true that he may go to the Soldiers' and Sailors' Institute, but after all he is only admitted there on sufferance; he has no claim to the hospitality of that Institute; he is ranked as a civilian and must endure that position as best he can. At the new Institute, however, judging from the remarks of the speakers at the opening ceremony yesterday, he is to be regarded as a man and a brother, with all the faults and failings of humanity, and not as a bundle of all the virtues or a frame mainly useful for experimental purposes. But the Navy is also to be looked after at the New Institute. It seems that when Jack is granted "general leave" he prefers to stay ashore, and the difficulty arises that there is not nearly sufficient sleeping accommodation for him. Naturally, if he cannot get that accommodation with his shipmates, he wanders off to disreputable and unsavoury places, because only there can he find that room which he requires. The result is very demoralising. If the new Institute installs some 50 or 60 new beds that should to a great extent meet the difficulty, but even then it is doubtful whether that will be enough when the Fleet is in port and the crews are on "general leave." It is curious that in a great naval and shipping centre like Hongkong there should be this lack of accommodation for sailors; it seems to show that there is a want of enterprise on the part of somebody. There can be no doubt, we think, that the Soldiers' and Sailors' Institute pays; the new Institute should certainly pay; all the canteens, dry and wet, are in a flourishing condition, yet Jack is unable to get a place where to lay his head; unless he is in at the head of the applicants. Whether this state of things is likely to be remedied in the future remains to be seen, but the Rev. Mr. France, and those associated with him, are to be congratulated on their efforts to benefit and reclaim the sailors who visit the port, and to provide them with the means of innocent recreation.

## LOCAL AND GENERAL.

\* \* \* THE results of the Shanghai races are given on the third page and items on germs, diseases and medicines will be found on page 6.

THE gun practice (night firing) mentioned in our columns the other day will commence at 7.30 p.m. instead of 7 p.m. as previously notified.

A DEFENDANT with an impossible name, was placed before Mr. G. N. Orme at the Magistracy this morning, charged with disorderly behaviour. When asked what he had to say, he stated that he was "filled, full up," with the spirit of war, and wanted to be sent anywhere where he could get a chance of fighting the "Russians." He appeared to be half-witted, and was remanded to the prison hospital for medical treatment.

THE case of the pilot who was summoned for causing damage to the s.s. *Stavonia* by alleged negligent navigation, when taking her alongside the wharf, was adjourned till to-morrow morning.

A COOLIE thought to become a "landed proprietor," without cost to himself, went to Mr. A. H. Rennie's ranch and started to cut square-foot chunks of turf therefrom and pile them up for removal. The result was that Mr. Hazeland this morning sentenced him to two months' hard labour.

MR. A. Krebs, Superintendent of the Norddeutscher Lloyd S. N. Co., and Mr. T. Robertson, Superintendent of the Star Ferry Co., each prosecuted two coolies before Mr. F. A. Hazeland at the Magistracy this morning, for being in their servants' quarters yesterday, without permission. The coolies were each fined \$15.

THE Yangtze Insurance Association have purchased the ground with building in which they have their offices at Shanghai, for \$120,000. This is part of cadastral lot No. 24, B.C. registration 2, which measures altogether over ten acres. The area of the ground and is roughly nine fun, and as the building is a valuable one the price cannot be considered high. Messrs. David Sassoon and Co. were the sellers.—N. C. D. News.

DETECTIVE Inspector Watt yesterday raided No. 16 Second street, where it was suspected a gambling den was being run. He found a game of *fanton* in full swing and arrested sixteen Chinese. There were cooks, house-boys, chairmen and ricksha coolies in the crowd and they were all gathered in, and this morning had to face Mr. F. A. Hazeland when the leaders of the game were fined \$50 each and the fourteen \$1 each.

In the very early hours of this morning a gang of Chinese coolies, numbering between 50 and 60, of all sorts and conditions, assembled outside No. 7 Police Station, and started to have a "paw-wow," all speaking at once at the top of their voices. Inspector Collett sent a constable to warn them to disperse and not disturb the peace and quiet of the neighbourhood. But the men were contumacious, and as they did not consider their "chinwagging" had lasted long enough, burst into louder shouts than ever. Then business began, and Inspector Collett, summoning his henchmen, charged the mob, and succeeded in capturing three of the miscreants and landing them in the lock-up. This morning they were placed before Mr. Hazeland who fined them \$15 each.

A CORRESPONDENT craves a small space in our columns to expose an act of "gross impudence" on the part of the conductor of a lower-level tramway car, in the hope that the man's superiors will deal with him adequately. He explains that last evening he was going along the Praya, in a ricksha, and as the car passed the conductor jumped off, and stopped the ricksha long enough to soundly slap the coolie's face on both sides, and then jumped back on the car, which went off at full speed. The correspondent protested to the man for his "impudent molestation," but was answered with some insulting gestures. He pointed out that the ricksha was not obstructing the car, and trusts the exposure will have beneficial results.—In this connection we feel sure that had the correspondent written direct to the principal of the Tramways Co. prompt and satisfactory action would have been taken if the complaint was proved to have been well founded.

## SHIPPING TEISAM.

The I.C. S. *Eldorado* left Shanghai for Tongchow, to stand by the I.C. S. *Umuo*.

The British s.s. *Dulwich* (2,111 tons) has been chartered by Mr. K. Yamashita of Yokohama.

The steamer *Quarti*, which was chartered by the Nippon Yusen Kaisha a few days ago, has now been placed in the Newchwang service.

The s.s. *Lothian*, which arrived to-day from Cheloo and Chinwantao, has on board 2,063 coolies in transit to South Africa. There were three deaths among the coolies on the voyage. The *Lothian*, after taking in the cargo waiting for her here, will proceed to Durban via Singapore.

A collision occurred between the Japanese steamers *Wakamatsu-maru* and *Hakushin-maru* in the Shimomaseki Strait, at 6.30 a.m. on the 18th ult. The vessels were both damaged but were able to keep afloat. They are now undergoing temporary repairs at Moji, and will on completion of same proceed to Kobi, to be docked there.

## EXTRADITION.

Before Mr. Hazeland at the Magistracy the extradition of Wong Ka Tsung was applied for by Mr. H. E. Pollock, K.C., instructed by Mr. R. D. Harding, on behalf of the Chinese Government, the accused being wanted in China as one implicated in an armed robbery in Hokkai village, near Canton, in August last.—Mr. N. Ferrers, instructed by Mr. Otto Kong Sing, appeared for the defendant.—A difficulty arose on account of the non-service of certain subpoenas upon those who were considered important witnesses and after Mr. Ferrers addressed the Court at great length, pointing out the very suspicious fact that the Chinese Government had offered reward of \$500 for the apprehension of the accused, which was quite disproportionate to the crime he was alleged to have committed. He asked His Worship to consider that the proof of guilt had not been adduced, and therefore the man ought not to be allowed to be handed over to the Chinese authorities. The case was continuing when our report closed.

## THE BALTIC FLEET.

## ACTIVITY AT SAIGON.

## INTERESTING DETAILS.

The most important item of news received to-day in connection with the movements of the Baltic Fleet was that related to a *Telegraph* representative this morning by Capt. Seddon whose steamer, the *Woodford*, had just come in from Saigon, where intense activity seems to prevail. He passed down the Saigon river on Friday and when between two to three miles from the town witnessed the coaling and provisioning of ships. In Saigon he learned that 70,000 tons of coal were stacked beneath temporary sheds not far distant, and on the voyage down he noticed this piled on the river bank and observed that coolies were busily engaged loading the coal into lighters which piled in scores between the bank and a Russian Volunteer transport—No. 47—lying in the stream. He ascertained that this ship, whose name he could not make out, was capable of taking aboard close upon 8,000 tons. Astern of this fine vessel was another ship with the wireless telegraph apparatus fitted to her mainmast, while close in to the opposite bank were two steamers—one the *William Stores*, of Newcastle, and the other a Russian—apparently awaiting orders. Not far distant lay a German steamer deeply laden with provisions, and he remarked that she had been keeping her Blue Peter flying for two days, as though she was on the eve of departing. On coming further down the river Capt. Seddon saw a wireless telegraph station erected ashore, but thought it must have been a Government signalling station, and nothing whatever to do with the presence of the transports of the proximity of the fleet. At the mouth of the river off Cape St. James, the *Woodford* passed eleven large German transports together with the *Westminster Bridge*, which was recently in Hongkong, and which Capt. Seddon learned in Saigon had been sold to a German firm. In conversation with her German skipper in that town the master of the *Woodford* learned that the captain was awaiting orders to proceed to sea, and also that he would probably sail to the south of the Macclesfield Shoal. In consequence of the report that a Japanese steamer had been captured Capt. Seddon deemed it prudent to steer in a northerly direction en route for Hongkong, and so on Saturday passed Kamrah Bay and Honkoko Bay. He saw nothing of the Baltic Fleet at either of those places, but this may be accounted for by the fact that when off the latter bay he was some fifteen miles out. After taking in four bunkers of coal here he proceeds with his cargo of rice to Yokohama.

"What about your war risk?" we asked. "We had to pay as much as twenty per cent, but not of course without protest."

## LIGHTERS OFF VARELLA.

The captain of the *Andree Richmers*, in from Bangkok, saw some lighters off Cape Varella on the night of the 30th ult.

## SPEEDING THROUGH THE FOG.

The steamer *Lothian* which came in from Chingwantao to-day reports that at 2 p.m. on Monday she passed a destroyer going full speed in a north-easterly direction. They could not make out her nationality as the fog was very thick at the time, and indeed would not have seen the ship at all had not the fog lifted a little as she passed by.

Captain Williamson of the s.s. *Telmachus*, which arrived in port this morning, reports that on the afternoon of the 30th ult. he sighted a number of Russian battleships and cruisers, and some German colliers, all at anchor in Von Fung Bay, and some others up the Saigon River also at anchor.

## RODJESTVENSKY'S CHANCES.

## A BRITISH ADMIRAL'S VIEWS.

The following article by Admiral E. R. Fremantle, on the all-absorbing topic of the hour, is from the *Westminster Gazette*—

Now that Admiral Rodjestvensky's Armada has at length left the too friendly shelter of Nossi Be, in Madagascar, it is natural that speculation should be on tip-toe as to his objects and the course which he will probably adopt to obtain them.

I assume that it is his intention to continue his voyage to the Far East and to carry out his master's aim to obtain the mastery of the Pacific and all that is involved by the command of the seas in the present war.

Hitherto, barring the inexplicable blunder of the North Sea outrage, it must fairly be admitted that so far as is known, Admiral Rodjestvensky has shown considerable skill in conducting his heterogeneous "menagerie" of ships round the Cape and assembling them in the neutral waters of Madagascar. He is said to have some seventy sail with him, and to control such a fleet without accident demands good seamanship qualities, especially when we know that both officers and men were only partially trained, while many of the best ships were hurriedly completed. Possibly his long delay at Madagascar was more due to his desire to exercise his crews than to any other cause, as he must be aware that to go into action against Togo's war-trained seamen with raw levies could have but one result, and Villeneuve's plaintive excuse, that his men "couldn't pass exercises aux tempiques" may well have occurred to him.

But before going further it is well to give a comparative list of the rival forces, assuming that the Russian Second and Third Pacific Squadrons have joined forces:

RUSSIAN FORCE.		BATTLESHIPS.	
Name.	Date of Completion.	Speed.	Remarks.
Kniaz Suvaroff	1904	18	New
Alexander II.	1904	18	First-class
Borodino	1904	18	Ships
Orel	1901	18	
Sissoi Veliky	1897	16	Small
Navarin	1895	16	Coal
Nicolai I.	1892	14	Capacity.
Admiral Apraxine	1898	15	Coal
Admiral Oushakov	1895	16	Defence
Admiral Benin	1895	16	Ships

## ARMOURD CRUISERS.

Admiral Nakhimov	1888	16	Rather ancient, but reconstructed.
Dmitri Donskoi	1885	16	
Vladimir Monomach	1885	15	

## PROTECTED CRUISERS.

Aurora	1901	20	All these are modern Protected Cruisers of high speed.
Oleg	1904	25	
Yevgeny	1904	24	
Svetlana	1897	20	
Almaz	1903	19	
Izumrud	1904	24	

I have not thought it necessary to give all the Japanese ships in detail, as they are well known. Assuming the "Yashima" to be lost, which is doubtful, there have four first-class modern battleships and the "Chen Yen" taken from the Chinese and reconstructed; but their strength lies in their eight fine armoured cruisers and in their torpedo craft. The number of the latter I have taken from a recent article in the *Daily Telegraph*.

Let me now compare the rival forces:

	Japan.	Russia.
Battleships and coast defence ships	11	5
Armoured cruisers	3	8
Protected cruisers	6	18
Unprotected cruisers	0	10
Torpedo craft	15	93

On the face of it, the Russian force is much the stronger; but if I take Mr. Jane's standard of strength, which omits unprotected ships and torpedo-vessels, I find that the comparison stands as follows:—

Russia, 9.2. Japan, 11.6.

And when we consider the more homogeneous nature of Togo's fleet, and that he will be fighting near his base with his ships in good condition, the preponderance is on great, if Mr. Jane's standard is correct, as to render Rodjestvensky's chances almost infinitesimal.

It should be remembered, however, that Mr. Jane properly gives points for speed, and that in mere gun power the Russian fleet is far more powerful than appears from the above comparison. Now let us give some attention to distances and probable weather. If Rodjestvensky was to take the most direct route to China the weather would be favourable, for in March the N.E. monsoon is dying out, and in April it is calm on the African coast and in the Arabian Sea. If therefore he intends to make for the north of Sumatra, he would have a smooth passage, while in the China Sea in May and June the S.W. monsoon would wait him north. This, however, is taking the bull by the horns; he would certainly be met in the Straits of Malacca by Togo, [This prophecy has since been falsified.—Ed., N. K. T.] and he must avoid narrow waters on account of torpedo-boats.

Another route would be to go through the Sunda Straits between Sumatra and Java, but here again he would be in narrow seas and have to face Togo in the China Sea. A third course, assuming that he wished to avoid an action, would be to go east of Java, passing through the Lombok or Bali Straits, then between Celebes and Borneo, or passing outside the Philippines, to make for the Korean Straits, passing through the Liukiu Islands.

Now, as regards distances. It is about 3,500 miles from Nossi Be to Achin Head, north of Sumatra, and it is indeed a problem how the Russian Fleet, and especially the coast-defence vessels, are to reach the Straits of Malacca except with empty bunkers. They must coal somewhere, and they can probably do so, though I do not care to designate suitable places.

It is, as I have said, 3,500 miles to Sumatra, and quite as far to Anjer Point in the Straits of Sunda. It is some 500 miles further to the Lombok Straits, and a passage north-east of Borneo or Celebes, through indifferently surveyed waters crowded with coral reefs, is full of difficulties of navigation which readers of Rudyard Kipling's "The Disturber of Traffic" will be able to appreciate.

Assuming Rodjestvensky to make for Vladivostok, it is quite 3,500 miles by the direct route from Sunda Straits, while going outside the Philippines would make the voyage over 8,000 miles from Nossi Be. But I have not quite done with the weather. The south-east trade wind is strong south of the line during our summer, and to get to the Straits of Sunda and to a greater degree further east it would be a foul wind, which would exhaust his coal even if his slow ships could face it at all.

To sum up, unless Rodjestvensky is ready to fight a general action with the Japanese fleet, he would certainly be better without the slow coast-defence vessels now forming so considerable a portion of his fighting force on paper.

Now let me turn to Togo's probable conduct. I do not suppose that he will go south of the Pescadores in the Formosa Channel, unless he has definite information that his opponent is entering the China Sea; but probably he gets good information from his light cruisers, and he may use his powerful armoured cruisers to harass the Russians even before they get through any of the straits to which I have referred. He will probably keep his ships together and in good condition ready to act promptly and decisively when opportunity offers. To suppose that he will go far from his base into the Indian Ocean is to assume that he would sacrifice all his initial advantages, with the risk of the Russian Armada evading him.

After all, it will probably be found that the problem will be solved by seamanship, and

there is little doubt on which side the seaman-like qualities exist.

If Rodjestvensky boldly attempts to fight his way through he may reach Vladivostok with a few of his best battle-ships, much battered, and some of his fast cruisers; any other tactics or attempted evasion will, I venture to think, result in complete disaster.

At the same time, if the Russian Admiral is determined, and he can bring his ships into action in fair condition, Togo will not have an easy task; but I doubt if the circumstances, the long time out of dock of the ships, and the lack of seamanship in the Russian Squadron, will admit of this. It is more probable that they will tail off and be beaten in detail.

## NAVAL NOTES.

## WORK FOR THE DOCKS.

## SPANISH HULKS FROM MANILA.

A most interesting sight was witnessed in Hongkong harbour to-day when the American tug-boat *Robert K.* arrived with the old ill-fated Spanish warships *Reina Christina* and *Marques del Duero* in tow. Most people have almost forgotten the Spanish-American war nowadays. It has been obliterated by the Percu's struggle in Manchuria. But the appearance of the old Spanish warships which went to the bottom of the sea when Admiral Dewey's fleet on the 1st of May, 1898, sent in their heavy shots, revived the memory of that epoch-making day. The *Reina Christina* was technically known as a cruising ship, and had a tonnage of 3,520 tons. She is 281 feet 2 inches long; 42 feet 7 inches beam; and a maximum draught of 16 feet 5 inches. She was built at Ferrol in 1886, and when she took the water the indicated horsepower was 3,955, which gave her a speed of 17.5 knots. She had only one propeller, and was not very strongly armed, as we count it at the present time. The *Reina Christina* was provided with five torpedo tubes. Her complement was 370.

The *Marques del Duero*, on the other hand, was only a dispatch boat, and nothing very remarkable at that. Her tonnage is given at 500 tons, and her speed 10 knots, a result gained from 550 I.H.P., she was new vessel, having been built in 1875 at La Seyne. The length of the vessel is stated in the Naval Annual to be 57 feet 5 inches; beam, 25 feet 7 inches; maximum draught 8 feet 5 inches. She carried 98 of a crew.

For a considerable time the idea of raising the Spanish fleet at Manila has been under consideration. The fleet which attempted the dash from Santiago de Cuba only to fall into the arms of the American commanders Schley and Sampson, have already been raised, but then that fleet consisted of the flower of Spain's navy. The work of raising the fleet at Manila was decidedly more difficult, but now two of the vessels, whose fate was so unfortunate, have once more sailed the high seas and are in Hongkong. Theirs was a paltry end. Here was one vessel, a mere pigmy among warships, which had spent a quiet and uneventful life so far as we can tell for nearly a quarter of a century; then on a bright morning the scene is changed with a vengeance and for something like six or seven years her habit is at the bottom of the sea. The other, a cruising ship, the pride of many families in Spain, the *Reina Christina*, after twelve years' service, pleasantly spent in the Philippines, also finds a temporary grave at the bottom of the sea on that lively 1st of May. All the scenes of revelry and gaiety were hushed for full six years, but now once again the old cruiser is back to sentient life, though it is improbable she will ever witness a return of the halcyon days of her youth. Towed by an American tug, they have been brought to Hongkong, to be refitted at the Kowloon Docks, where, doubtless, they have passed some days in the past. The tug, which is one of the most powerful in the East, was under the command of Captain Chaffelson, and the boats are consigned to Mr. E. C. Wicks. It is fortunate that they have escaped the typhoon which is hanging round this locality, for it would have been heart-breaking if they had been caught in a gale which they probably could not have weathered. However, they have been brought safe and sound to Hongkong and before they leave, if the Hongkong and Whampoa Dock Company are to live up to their reputation, they will be in a condition to fight the toughest gale and to sport with the elements as they never could have done in the days of their pristine youth.

## THE SUNKEN RUSSIAN WARSHIPS.

## CONDITIONS OF TENDER.

The Japan *Official Gazette* of the 13th ult. contains the following:—

Departmental Announcement No. 5 of the Department of the Imperial Navy.

Persons desirous of taking part in the competition for the purchase of sunken ships of the Navy, will be required to have the following qualifications:—

1.—The qualifications as to property will be as follows:—

(1) In the case of individuals, a payment of direct national taxes of at least 50 yen annually for a continuous period of two years previously.

(2) In the case of commercial companies, if an ordinary partnership, then the combined taxes of the members; if a limited partnership, then the combined taxes of its business representatives must amount, in direct national taxes, to the sum indicated in the preceding paragraph.

11.—The qualifications as to business will be as follows:—

(a) The possession of practical experience in works of engineering, ship-building, or diving.

(b) The employment of a principal engineer to whom the work is entrusted; such engineer to have a record which satisfies the Bureau of Material of the Naval Department that he has had personal charge of or managed the raising of a vessel of at least a thousand tons, that he has raised her or disposed of her within a proper period; or has undertaken submarine operations of corresponding magnitude. But if the person desirous of taking part in the competition himself possesses the qualifications here indicated and will himself assume charge of the business, an engineer need not be employed.—*Japan Mail*.

## SHIPPING AND MAILS.

## MAILS DUE.

English (*Malta*) 4th inst.  
Canadian (*Athens*) 8th inst.  
Indian (*Rangoon*) 9th inst.  
German (*Bayern*) 10th inst.  
American (*Doris*) 13th inst.

The China Mutual s.s. *Tanaka* left Shanghai to-day and is due here on 6th inst.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## Opium for China.

[From Our Own Correspondent.]

BOMBAY, 3rd May.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 350 chests of Malwa opium. Prices are as follows:—

Malwa (New) ... Rs. 1,500  
 (Old) ... 1,700  
 (Older) ... 1,840  
 (Oldest) ... 1,080

[Reuters.]

## The King in Paris.

LONDON, 1st May.

The King and President Loubet exchanged the most cordial visits yesterday afternoon. Crowds waiting patiently in the rain cheered the King with remarkable fervour. M. Delcasse called on the King and had a twenty minutes' interview with him.

The King also received Admiral Fournier, congratulated him on the way in which he had conducted the North Sea inquiry and conferred on him the Order of St. Michael and St. George.

A State banquet was held at the Elysee in the evening.

## Reforms in Russia.

Easter day passed off quite quietly in St. Petersburg and no reports of disorders were received from the provinces.

Ukases have been issued remitting the arrears of Government loans to peasants during bad harvest years from 1897 to the birth of the Tsarevitch; the arrears are estimated at £7,500,000; for removing most of the disabilities of the unorthodox sects. In regard to the freedom of worship and civil rights, the ukase includes Mahomedans and Buddhists who are no longer officially classified as heathens. No provision is made for any relaxation of anti-Jew restrictions.

Later.

A ukase, establishing practically complete religious freedom to all creeds, has been received with enthusiasm throughout Russia; it is hailed as the greatest concession to liberal thought yet granted and is regarded as the precursor of political freedom.

## The Russian Baltic Fleet.

Reuter's correspondent at Tsingtau wires that the Baltic fleet, including Admiral Nebogatoff's squadron, are near Hainan.

Later.

The report from Tsingtau is wholly premature.

## Riots in Warsaw.

On May day in Warsaw, a procession of workmen carrying red flags was charged by the cavalry and fired on by the infantry, 31 were killed and 75 wounded.

[N. C. D. News]

## The Third Squadron.

Osaka, 28th April.

It is expected that Admiral Nebogatoff's squadron will pass Penang to-day.

## Cautious Underwriters.

Osaka, 28th April.

The underwriters have refused to accept war risks on fifteen steamers belonging to the Hamburg-America Company, which were chartered by the Russian government to proceed to Ceylon, as it was found that their voyage would take them East of Longitude 110°, i.e. East of Coochin China.

## SHANGHAI SPRING MEETING.

SECOND DAY.

The following results have been received by the Hongkong Jockey Club and kindly supplied to us by Mr. T. F. Hough, at the time of going to press. The results of the racing on the opening day are printed on page 3.

THE CHU-KA-ZA C.P.—V. Jue, Tls. 250. Second pony, Tls. 50. If five or more starters, third pony, Tls. 25. For China ponies. Weight for inches as per scale. Winners of a race at this meeting 5 lbs. extra. Non-starters at this meeting 7 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. Three-quarters of a mile.

Heather King ..... 1  
 Zodiac ..... 2  
 Tansler ..... 3

Time—1:33 3/5.

THE SHANGHAI DERBY.—Value, Tls. 750. Second pony, Tls. 150. Third pony, Tls. 75. For China ponies, being bred & sold griffins at date of entry. Weight for inches as per scale. One mile and a half.

White Blaze ..... 1  
 Cedric ..... 2  
 Arditi ..... 3

Time—3:45 3/5.

THE MONGOLIAN PLATE.—Value, Tls. 250. Second pony, Tls. 50. Third pony, Tls. 25. For subscription griffins of this meeting. Weight for inches as per scale. Winners of one race 5 lbs. extra, two races to 10 lbs. extra. Jockeys who have never won an official race allowed 5 lbs. One mile and a quarter.

Cinnamon ..... 1  
 Do be Quick ..... 2  
 Desert Chief ..... 3

Time—2:41 2/5.

## FOR SAILORS ASHORE.

## NEW INSTITUTE OPENED.

"The sailor needs something more than tracts and something more than that which merely ministers to the spiritual side of his nature. We want to draw and catch him on every side possible." Such were observations made yesterday afternoon by the sailor's friend in Hongkong, the Rev. J. H. France, at the opening ceremony in connection with the New Sailors' Institute, at 72 and 73 Praya East, which was graciously performed by His Excellency the Governor, Sir Matthew Nathan, in the presence of a large and influential gathering. Among those noticed in the neatly arranged rooms besides the Governor were Mr. R. A. B. Porinsby (private secretary), Sir Henry S. and Lady Berkeley, Rear-Admiral the Hon. A. G. Curzon-Howe, Hon. Capt. L. A. W. Huxley, Hon. Dr. F. W. Clark, Revs. J. H. France, C. H. Hickling, F. T. Johnson, C. Gordon Vaudin, G. Searle, Mr. H. E. Pollock, K.C., Capt. Milroy, Mr. and Mrs. C. H. Piercy, Mr. E. Cornwell Lewis, Mr. and Mrs. E. G. Woodward, Mr. and Mrs. Hippell, Mrs. Hoare, and Mr. and Mrs. Stringer. An apology was received from His Lordship Bishop Hoare, regretting his inability to be present owing to a long-standing engagement. The Hon. Mr. Gershom Stewart, who was to have taken part in the opening ceremony, was also absent owing to the non-arrival of the C.P.R. steamer, *Empress of Japan* on board of which Mr. Stewart was a passenger.

After prayer, the Rev. France said that his thoughts went back some two years to a time they were compelled to close an institution which had been doing very good work on this side of the harbour for some years. Very reluctantly they decided to close that institution known as the "Star" Coffee House, and from that time the Committee had set themselves to work if possible to provide a place of their own, erect a building planned with a view of meeting the needs of an institution, Hongkong was in need of such an institution to meet the wants of sailors—especially of His Majesty's service—when on shore on 48 hours' leave. Moved by the fact that beds were really very limited, and existing institutions were by no means able to meet the needs of the men when ashore, the committee were led to approach His Excellency to ask if by any possible means they might obtain on favourable terms a grant of Government land. His Excellency lent his aid in a most cordial and sympathetic spirit, and did what was possible to forward the project, but unexpected difficulties arose, and the site they had hoped to obtain was not at present available. Acting again on his His Excellency's suggestion, they endeavoured to rent a house or houses for the purpose of carrying on this work. They were led to apply to the Hongkong Land Investment Company, and obtained the present houses on a three years' lease, at a moderate rental, and with power to alter and adapt to meet the needs of the work. The premises at present were a mere shell and there was a good deal of furniture to arrive. When this arrived and was put into position the institute would be in every respect such as a sailor ashore for the night would find very comfortable. They hoped later to have a better supply of literature, and a good billiard table. Meals would be supplied as nearly as possible at cost price so as not to be a too heavy demand on the pockets of those who made use of the place. They would endeavour as far as possible to cater for the spiritual, moral and material needs of man, who was a many-sided animal and needed something more than tracts, something more than his spiritual side of nature. They wanted to catch him on every side possible, and hoped that under good management and Miss Forster's work, the men coming to the institution and under the influence of it would live and think in the fear of God and prepare themselves a little nearer to the realisation of perfect manhood. If such were realised they would have reason to think that the Institute did not exist in vain. Before sitting down he wished to express his deep sense of gratitude personally to His Excellency for the very kindly interest he had taken in the work which he had greatly helped. (Applause.)

His Excellency, who on rising was loudly cheered, said:—Ladies and gentlemen, I am grateful to the Rev. Mr. France for giving me the opportunity of being here this afternoon. His invitation to me, and also the remarks which he has made, refer to the sympathy I have shown towards the Seamen's Mission. I am sorry it is not practicable to put that sympathy into the form of government assistance to replace the old "Star" Coffee house which, as we have been told, closed two years ago for want of funds; but the government is always very careful when asked to give to one section of the community the funds or property which it holds in trust for the community at large. However, a site shall be reserved, and lent to the Mission on favourable terms. I have been thinking over a scheme which I will discuss with the gentlemen managing the affairs of the institution, and it may then be possible to provide a permanent home at an earlier date. Meanwhile I am glad, as you all are, that it has been found possible to open temporary premises for the benefit of seamen ashore. Seamen ashore are a special class, because they are mainly ashore for the purposes of recreation. Their work is done at sea where we do not see them. It is not then to be wondered at that some unpleasant forms of recreation—having regard to a great seaport like this—such as cases of insobriety and frequenting low houses, should come before our eyes in Hongkong, which tend to lower the prestige of the white man before the Chinese, and depreciate sailors' respect, which as a class they deserve from all those who appreciate what the sailors have done for our country, and have at heart the

maintenance, good order, and good name of the colony. And this house has been started to provide decent accommodation for the sailor at night and reasonable recreation for him during the day, and the kindly and sympathetic influence and assistance of the Chaplains of the Mission. It is with great pleasure therefore, that I declare the house to be now open. (Applause.)

Rear-Admiral Curzon-Howe said he was present that day to express to His Excellency and the ladies and gentlemen present, how sorry the Commander-in-Chief was that he was unable to attend the opening ceremony. The Rear-Admiral proposed that the best thanks of this meeting be given to His Excellency the Governor for his kindness in having consented to open this Institute, and for the sympathetic interest that he has taken in the establishment since its inception. (Applause.)

His Excellency thanked the meeting and was then shown over the premises.

After His Excellency the Governor had gone over the building and inspected the rooms, refreshments were served out to the sailors and soldiers in attendance. The refreshments, it may be stated, were provided by some of the members of St. Peter's congregation. An adjournment was afterwards made to the upper room where a musical programme, which proved very enjoyable, was given. Among the contributors were Mrs. Piercy, Mrs. Stringer and Mr. Hawes.

In the course of the evening, the Rev. J. H. France delivered a short speech in which he alluded to his regret that the Bishop had been unable to attend. As chairman of the Committee in charge of the arrangements, the Bishop had taken a very active part in the work of opening the Institute. The following letter, however, been received from his Lordship:—

"I very much regret that I cannot accept your invitation to be present at the opening of the new Institute on May 2nd. As you know, I have long-standing engagements in Fokien which cannot be postponed. You also know that I am in fullest sympathy with your efforts to provide a good Institute on this side of the water in connection with the Missions to Seamen. The one you are now opening will, I trust, be a success and form a good stepping-stone for, nice as it is, I regard it only as a stepping-stone to something better. I shall not be content until the Seamen's Mission possesses an Institute which can really call its own. May God bless and prosper the present enterprise.—Yours faithfully, J. C. Victoria."

The Rev. Mr. France also referred to the regret felt at the absence of the Hon. Mr. Gershom Stewart, who, as a member of the Committee, had proved a tower of strength. Mr. Stewart had been expected in Hongkong by the Canadian Pacific boat, but it had apparently been detained and they were unfortunate in being without his presence. In fact it was not until the opening proceedings were more than half way through that he had given up hopes of seeing Mr. Stewart at the meeting. With reference to the Institute itself they hoped to make it a centre of mental, moral and spiritual life. They would not thrust religion down any man's throat, but it would be there for those who wanted it. He trusted the Institute would have a long and successful career before it, and that it would prove a blessing to the sailors and to the community generally. (Applause.)

Miss Foster, the managers, explained during the evening the way in which the American soda fountain had been provided. The money with which it was bought had been given almost entirely by sea-going men. One donation amounted to over \$100, and in other two cases subscribers were saving up to buy mandolines had given up the idea and handed the money to the Institute. (Applause.)

At the close of the concert, refreshments were given and a rush was made for the soda fountain. So long and sustained was the descent that before it was satisfied the fountain had to be recharged. Altogether a very happy evening was spent and the Institute was opened under the most favourable auspices.

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

## EXCURSION TO MACAO.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—The popularity of the cheap excursions to Macao, with the addition of the service maintained by the S. S. *Honam*, has now been well established. The continuance of this regular service should be profitable to the river steamboat companies, at the same time as it is appreciated and well patronized by the public. There are not many in affluent circumstances who could afford summer trips home once in every three years, or even a run up to Japan occasionally. To such and to the jaded clerks of small means, these weekend excursions, delightful and inexpensive as they are, give that change and distraction which go a long way to restore one's energy just when it begins to flag on "the seventh day" in this trying and enervating climate.

The various managements of the River Boat Companies will consult the convenience of the community no less than the interest of their shareholders if they were to place special excursion steamers on every occasion of a public holiday in Hongkong. "Empire Day" on the 24th inst., is observed as a public holiday. The suggestion is therefore offered that the S. S. *Honam* and the *Ying King*, in addition to the regular liners—the *Hongkong* and *Wing Cheu*—be put on this special service on that day.—Yours, etc.,

## EXCURSIONIST.

Hongkong, 3rd May, 1905.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 3rd at 11.55 a.m. The barometer has fallen in the neighbourhood of the Loochoos, and risen elsewhere.

Pressure is highest over China. It remains low to the N. of Japan, and a shallow depression appears to be lying to the E. of the Loochoos. Gradients are slight on the China coast, and moderate N.E. winds may be expected in the Formosa Channel, and moderate E. and S.E. winds over the N. part of the China Sea.

Forecast—Light E. winds; fair to showery.

## AUSTRALIA AND TIMOR.

## APPREHENSIONS AT SYDNEY.

The unwelcome intelligence that Germany is endeavouring to obtain by purchase from Portugal the portion of the island of Timor at present held by that country, is naturally, says a London *Globe* correspondent, creating a feeling of uneasiness in the Commonwealth, the people of which are regarding with grave suspicion the steadily increasing development of German interests in the Pacific. Dr. Creed, a member of the New South Wales Legislative Council, has vainly endeavoured to impress the Imperial authorities with a sense of the strategic importance of the island, which, situated about three degrees from the equator, and three hundred and fifty miles from Port Darwin, constitutes practically the boundary line between the Australian and China naval commands. The alleged motive on the part of the Germans is the want of a coaling station in that part of the Pacific, but, once in possession of the Portuguese portion of Timor, Germany would be found occupying a position highly favourable for offensive operations against Australia when necessary, for the island occupies a commanding point with relation to the route of steamers trading between the Commonwealth, the Philippines, China, Japan, and the East generally.

Many Australians entertain a fear that the bitter experience of New Guinea is about to be repeated. Had the Imperial Government acted upon the representations made by Queensland and New South Wales, when first made, the whole of New Guinea not under the Dutch flag would have become a British possession. As it is only about one-third or less of the island, the largest in the world, is now under the British flag, the whole of the remainder being divided between Holland and Germany. Although Timor has been in the hands of Portugal for over three centuries, little or nothing has been done in the way of developing its natural resources, and the revenue obtained has hitherto been insufficient to defray the cost of maintenance. Hence the apparent willingness of the Portuguese to dispose of what is to them a useless possession. Yet it would form an ideal naval station. The climate is temperate, the soil exceedingly fertile, and there is an abundance of grass on which all kinds of live stock—cattle, sheep, and horses—thrive. More than 100,000 tons of petroleum, readily accessible, have lately been discovered in the Portuguese division of the island, and there are indications of the existence of coal. All these facts are mentioned by Dr. Creed in his letter to the Imperial authorities, but the only reply received by him was to the effect that Portugal was not prepared to part with any of her territory.

## VALUE OF TIMOR.

There can be no question that the possession of Timor is coveted by the Germans, and naturally so, for it would assist in giving them a preponderant influence in that portion of the Pacific, and enable them at any time to threaten the Commonwealth. On this point a leading Sydney paper, voicing Australian opinion, says:—"The immunity of the Australian coasts from invasion in time of war must largely depend, as it always has depended, on our remoteness. That protective element is being reduced steadily year by year. We have powerful neighbours in the Pacific already, but none of them are so close as Germany would be at Timor, nor so well equipped for effective naval operations in these waters as the ships of that power would be if they were in a position to use oil instead of coal, and to get unlimited supplies of oil from the petroleum wells of what is now Portuguese Timor. If the territory is to be sold, therefore, it would be a measure of common prudence on the part of Great Britain and of this Commonwealth to become the purchasers themselves. Anything would be better than to allow so tempting a foothold to fall into the possession of a Power whose ambitions at sea are growing into direct rivalry with British interests." So far, the Commonwealth Government does not appear to have moved in the matter, but it must sooner or later engage the attention of the newly constituted Federal Council of Defence, for with the Germans in possession of the northern half of Timor, defensive measures on an extensive scale would become necessary in the northern portion of the Commonwealth, which is only two or three days' steam from Timor.

The situation has given rise to a considerable amount of plain speaking. Thus a late Australian flag-captain is reported to have written as follows:—"I have no doubt that Germany is in with Russia. I do not trust the Kaiser one little bit. The Port Arthur squadron and Vladivostock ships, no doubt, intended getting to Kiao-chau for protection, and to await relief (settlement), when they would have been refitted to assist Germany; but old Togo was one too many for them. Germany wants the Netherlands, and she intends to get them; but when she wants the Dutch East Indies we must fight—the sooner the better. If she once gets the islands it will be a bad day for our Australian colonies."

## KOWLOON BOWLING GREEN CLUB.

Mr. D. Gow, hon. sec. of the above club, kindly supplies us with the following particulars of competitions to be commenced in connection with the club:—

Residents' competition.—1st Round, D. Harvey v. J. Parkes, J. Celand v. A. R. Austin, J. J. Sibbit v. C. W. Gow, J. M. Henderson v. R. W. Hyle, W. M. Deas v. R. Lapsley, A. Kinross v. R. F. Hume, J. Macdonald v. W. J. Russell, C. F. Focken v. G. Haxton, T. Petrie v. W. Taylor, R. H. Baxter v. Wm. Russell, J. W. Garham v. Wm. Hutchinson, Wm. Ramsay v. T. W. Robertson, S. Smith v. G. R. Edwards, W. J. Crawford v. A. Ritchie, G. Smith v. J. M. Ramsay, J. Galt v. J. Kyles.

Vice-President's Competition, 1st Round, W. J. Crawford v. R. W. Hyle, G. Smith v. W. J. Galt, J. Galt v. Wm. Hutchinson, J. Parkes v. Wm. Taylor, J. Macdonald v. A. Kinross, T. Petrie v. A. Ritchie, W. M. Deas v. Wm. Russell, J. C. Gow v. R. F. Hume, A. R. Austin v. R. H. Baxter, J. R. Wilson v. J. Clelland, J. J. Sibbit v. W. J. Russell, T. W. Robertson v. G. R. Edwards, C. F. Focken v. Wm. Ramsay, G. Haxton v. J. M. Ramsay, J. Kyles v. S. Smith, R. Lapsley v. D. Harvey.

This round to be completed by the 31st May. On Saturday, 6th inst., at 3 p.m., a rink competition, President versus Vice-President, will be played, and as many players as can attend are requested to turn up.

## AN ALLEGED RUSSIAN SPY.

## AT SINGAPORE.

Considerable excitement has been caused locally by the report that a Russian spy had been arrested in Palo Brani on the 22nd ult. while sketching the fortifications on that island. Further poignance was added to the more or less vague report by the added announcement that the alleged spy had been residing for some time past on the island, and in fact had been living in the quarters of a warrant officer of the Ordnance Department. As a matter of fact a man giving the name of Vladimir Anovitch Orvitch, or Horwitz, was arrested on the island on 22nd ult. and was handed over to the local police authorities on the charge of being on Government premises without authority. On that charge he was arraigned in the police court on the 24th idem when the Inspector General of Police asked for a remand of two weeks pending inquiries. It has been officially stated to the *Straits Times* that the report that Orvitch was arrested when making sketches is untrue, and it is not known that he has any sketches in his possession. He may be a perfectly innocent man. It transpires, however, that the name on his passport, which is in German and describes him as a merchant, does not tally with that which he says is really his. He explains this discrepancy by the allegation that he is a refugee from the Russian authorities. In view of the fact that he does not talk English, but seems to be equally proficient in Russian, French, and German, it must be admitted that his electing to reside with a British Ordnance official on a fortified island that is one of the keys to the defences of Singapore, was an unfortunate choice from his host's present point of view. Orvitch or Horwitz arrived here by the S.S. *Dumbra*, on which ship the Ordnance official—a Staff Conductor—was also a passenger. It appears that the Staff Conductor, who has over twenty years' service, took his travelling acquaintance over to the island as soon as the *Dumbra* arrived at Singapore on the 11th ult. and the latter has been enjoying his hospitality ever since. It is of course against the regulations for anybody to take a foreigner to reside upon the island, and therefore the Staff Conductor is now under arrest pending court-martial. It is alleged that Orvitch had arranged to leave here for Shanghai by the M.M. liner *Ernest Simons* on the 24th, but that his departure was interfered with by his arrest. During the fortnight at which he was at liberty here, however, it is reported that he had meetings with certain of his nationals resident in Singapore, and when he was committed on \$400 bail yesterday he stated that the Russian Consul, or one or two other well-known local Russian residents, who knew all about him, would immediately furnish the requisite amount. The latter gentlemen now repudiate any knowledge of Orvitch, and the Consul General refuses to assist him. Therefore he remains in durance. Whatever developments may transpire at the next hearing of the case on the 1st May, will be awaited with considerable interest. It is not to be expected, however, that much evidence of interest will transpire; because, if the man under arrest is the innocent refugee he claims to be, there will be nothing to transpire save the fact of his having been the guest of an officer who should not have entertained him. If on the other hand he is a member of the Intelligence Department of Russia or any other Power, he will assuredly have profited by his week or ten days of liberty to despatch whatever useful information his sojourn in Palo Brani may have enabled him to glean. A military spy never keeps about him any incriminating document of which he can safely dispose. The police refuse to say anything about the case, save to give the assurance that Orvitch was not sketching at the time of his arrest.

## THE MACKAY TREATY.

It is proposed to send a telegram to the Foreign Office pointing out that the Chinese Government have so far ignored the terms of the Mackay Treaty and urging the British Government to take steps to bring about some action in regard to its provisions. The telegram has been drawn up by several leading merchants, and we (N.C.D. News) are asked to state that it lies for signature at the offices of Messrs. Brunner, Mond, & Co., 12 Raffles Road. It is hoped that as many representatives of firms as possible will call in during the day and sign, in order that the telegram may carry its utmost weight, and may be dispatched without further delay.

## Today's Advertisement.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ"

Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th May at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 3rd May, 1905.

## Intimations.

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With 17 years' experience of the Hongkong climate.

## MANUFACTURE IRON FRAMED PIANOS

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BEST MAKE OF

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Banjos, Mandolines, Guitars Strings.

Hongkong, 27th April, 1905.

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For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th March, 1905.



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JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KINTUCK"	4th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Kintuck" left Singapore at daylight on the 29th ult., and may be expected to arrive here about 4th inst.

## HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st May, 1905.

## CHINA NAVIGATION CO., LIMITED.

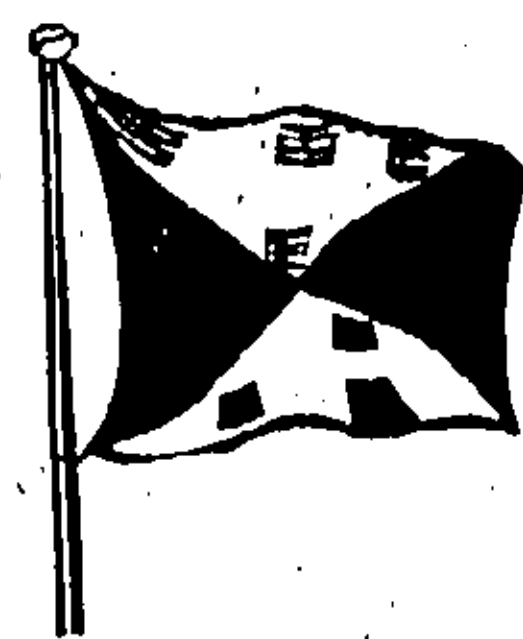
FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	5th May.
SHANGHAI	"YOHOW"	8th "
MANILA	"TAMING"	10th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TSINAN"	13th "
TSINGTAO, CHEFOO and TIENTSIN	"OHIRLI"	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd May, 1905.



## HONGKONG—MANILA.

11,000 tons, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA VIA AMOY	SATURDAY, 6th May, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 1st May, 1905.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates.
"ATHOLL"	4,483	Bahle	MANILA	About 15th May, 1905.
"NORDPOL"	4,483	Schuldt	MANILA	About 15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 7th April, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Bahle	May 11th, 1905.
"ARAGONIA"	4,483	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 20th, "
"NUMANTIA"	4,370	Brehmer	July 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALAN CAMERON, General Agent.

12

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
valued Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,309 tons. J. P. MARTIN.  
"KWONG TUNG" 1,338 tons. H. W. WALKER.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Five New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey \$4.  
Meals ..... \$1 each.The Company's Wharf is a short distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SUISANG	TUESDAY, 9th May, 3 P.M.
SHANGHAI	HANGSANG	WEDNESDAY, 10th May, 4 P.M.
MANILA	YUENSANG	FRIDAY, 12th May, 4 P.M.
KUDAT and SANDAKAN	MAUSANG	SATURDAY, 13th May, Noon.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.  
General Managers.

Hongkong, 3rd May, 1905.

## TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer  
"YING KING,"  
1,088 tons, Registered.Captain E. I. Page, will leave Hongkong for  
Canton every MONDAY, WEDNESDAY  
and FRIDAY EVENING, at 9.30 P.M.,  
returning to Hongkong every TUESDAY,  
THURSDAY and SATURDAY, about 5 P.M.  
On SUNDAYS she makes an EXCURSION  
TRIP to MACAO, leaving Hongkong at  
8.30 A.M., and returning from Macao about  
7.30 P.M.The "YING KING" is especially fitted for  
these runs, is the newest, fastest and most  
luxuriously furnished steamer on the line and  
is lighted throughout with Electricity, also hot  
and cold water is supplied.FARES:  
First Class single journey to Canton \$3.50.  
Second " " " " 1.50.  
First " " " to Macao 2.00.  
" " " " " with Cabin 3.00.  
" " " " " to Macao 3.00.  
" " " " " with Cabin 5.00.Breakfast, Tiffin or Dinner \$1 each only.  
Wine and Spirit of the best brand are used.  
The wharf in Hongkong is at the West end  
of Wing Lok Street.The wharf in Macao is the same as the  
S.S. "Perseverance."For further information, apply to the Office of  
YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street, Hongkong,  
or toMessrs. WENDT & Co., Canton Agents.  
S. A. NORONHA, Macao Agent.

Hongkong, 1st May, 1905.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,  
(Calling at Port Darwin and Queensland Ports,  
and taking through Cargo to Adelaide,  
New Zealand, Tasmania, &c.)

## THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched for the  
above Ports, on SATURDAY, the 6th proximo,  
at Noon.This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with  
the Electric Light.A duly qualified Surgeon and Stewardess are  
carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.THE Steamship  
"BENALDER,"  
Captain McIntosh, will be despatched as above  
on or about the 15th May, 1905.For Freight, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 17th April, 1905.

## Shipping—Steamers.

THE HONGKONG, CANTON AND  
MACAO STEAMBOAT COMPANY,  
LIMITED.

## CHEAP EXCURSIONS TO MACAO.

## THE Steamship

"HONAM,"  
2,363 tons,  
Captain H. D. Jones, will make a special trip  
EVERY SUNDAY TO MACAO AND BACK.Hour of Departure:  
From Hongkong 9 A.M.,  
Arriving at Macao about Noon.From Macao 7 P.M.,  
Arriving at Hongkong about 7 P.M.FARES:  
First Class, Single \$2.....Return \$4  
Second Class, Single \$1.....Return \$2  
Children under 12 half-price.Tickets may be obtained at the Office of the  
Company, 18, Bank Buildings, Queen's Road  
Central (opposite the Hongkong Hotel), or on  
board the Steamer.No CHITS will be accepted, and Servants  
Passages must be paid for.T. ARNOLD,  
Secretary.

Hongkong, 2nd May, 1905.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,via PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

1905. About 6.00 P.M.

"SAGAMI".....20th May, 1905.  
"ERROLL".....6th June, "  
"HINDUSTAN".....24th June, "For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 1st May, 1905.

## JARDINE, MATHESON &amp; CO.

General Managers.

Hongkong, 3rd May, 1905.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.This Steamer departs from Hongkong on  
Week Days, at 7.10 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2 P.M. and on Sundays at 6 P.M.FARES.—Week Days. 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 50  
cents, Return, 30 cents; Steerage, 10 cents.Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$1.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 1st May, 1905.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"  
Captain G. M. Symmers, will be despatched  
as above, on SUNDAY, the 7th instant, at  
Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 2nd May, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"SUISANG"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. on WEDNESDAY, the  
3rd instant, will be landed at Consignees' risk  
and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 1st May, 1905.

Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"SUISANG"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. on WEDNESDAY, the  
3rd instant, will be landed at Consignees' risk  
and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 1st May, 1905.

## Consignees.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "PEKIN,"

## FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.Goods not cleared by the 8th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No claims will be admitted after the goods  
have left the Godowns.L. S. LEWIS,  
Acting Superintendent.

Hongkong, 1st May, 1905.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "SOCOTRA,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., *ex S.S. Egypt*.Optional Goods will be landed here unless  
instructions are given to the contrary before  
10 A.M. TO-MORROW.Goods not cleared by the 4th proximo, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.L. S. LEWIS,  
Acting Superintendent.

Hongkong, 27th April, 1905.

## S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, *ex S.S.*  
*Madagascar*, and from Bordeaux,  
*ex S.S. Frederic Morel*, in connection with above  
Steamer, are hereby informed that their Goods,  
with the exception of Optum, Treas and  
Valuables are being landed and stored at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before TO-DAY, requesting it to be landed  
here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after MONDAY, the 8th May, at Noon, will  
be subject to rent and landing charges.All claims must be sent in to me on or be-  
fore the 8th May, 1905, or they will not be re-  
cognised.All damaged packages will be examined on  
MONDAY, the 8th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 1st May, 1905.

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.

## KODAKS and FILMS.

## "OMEGA" WATCHES.

## "OMEGA" is the best, "THREE YEARS"

## guarantee given to every purchaser.

10, QUEEN'S ROAD,  
Watson's Building.A FOOK & Co.,  
12, Pottinger Street, Central.GENERAL STOREKEEPERS, SHIP CHANDLERS  
AND COMMODITIES, COAL MERCHANTS  
AND STEVEDORES OF SIXTY  
YEARS STANDING.ALL kinds of Provisions, Coal, Water and  
Ballast supply from alongside at the  
shortest notice and with all possible dispatch.  
Moderate terms.

## Orders solicited.

Hongkong, 23rd February, 1905.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts



## Shipping.

## Arrivals.

Rubi, Br. s.s., 1,611, A. H. Rolley, 2nd May.  
Manila 31st April, Hemp and Sugar.  
S. T. & Co.  
Devaungye, Ger. s.s., 1,057, Gorchon, 2nd May.  
Bangkok 26th April, Rice and  
Teak-wood—M. & Co.  
Pronto, Nor. s.s., 837, Seeborg, 2nd May.  
Hilo 27th April, Ballast—A. T. & Co.  
Woodford, Br. s.s., 1,860, Jas. Seddon, 2nd May.  
Saigon 28th April, Rice—Order.  
Hong Wan I, Br. s.s., 2,060, J. Slaker, 2nd May.  
Singapore 27th April, Gen.—Joo  
Teck Seng.  
Rupert K. U. S. tug-boat, 332, Challeston, 2nd May.  
Manila 27th April, Ballast—Mr. E.  
C. Wilks.  
Empress of Japan, Br. s.s., 3,039, Henry  
Pybus, R.N.R., 3rd May, Vancouver 10th  
April, and Shanghai 30th, Mails and Gen.  
C. P. R. & Co.  
Bonaventure, Br. cruiser, 3,120, H. H. Torlesse,  
3rd May, from Mira Bay.  
Andromeda, Br. cruiser, 11,000, R. N. Om-  
manney, 3rd May, from Mira Bay.  
C. Ferd. Laeis, Ger. s.s., 5,675, C. von Hoff,  
3rd May, Singapore 28th April, Gen.—  
M. & Co.  
Lothian, Br. s.s., 3,711, J. C. Williamson, 3rd May.  
Chin-wan-tao 27th April, Ballast—  
G. L. & Co.  
Lycemoon, Ger. s.s., 1,138, Th. Lehmann, 3rd May.  
Shanghai 30th May, Gen.—S. &  
C. Co.  
Kensington, Br. s.s., 2,247, Dower, 3rd May.  
Nagata via F. ratia 26th April, Ballast—  
D. & Co. Ltd.  
Andree Rickmers, Ger. s.s., 1,020, H. Kohn,  
3rd May, Singapore 26th April, Rice—M.  
& Co.  
Clearances at the Harbour Office.  
Paul Beau, for Canton.  
Yingking, for Canton.  
Helene, for Swatow.  
Chukong, for West River.  
Woodford, for Yokohama.  
Kwongkong, for Canton.  
Kwongkong, for Amoy.  
Kwongkong, for Shanghai.  
Kwongkong, for Saigon.  
Tat On, for Canton.  
Ho Kwai, for West River.  
Woonung, for Shanghai.  
Italian, for Swatow.  
Quinta, for Saigon.  
Arratoon Apar, for Singapore.  
Wingchai, for Macao.

## Departures.

May 3.  
Yekn, for Shanghai.  
Progress, for Swatow.  
Emma Luyken, for Swatow.  
Serbia, for Singapore.  
Tahiti, for Swatow.  
B. Bjornsen, for Swatow.  
Woonung, for Shanghai.  
Quinta, for Saigon.  
Kwongkong, for Shanghai.  
Kwongkong, for Bangkok.  
Arratoon Apar, for Calcutta.  
Passengers arrived.  
Per Hong Wan I, from Singapore—1,307  
Chinese.  
Per Devaungye, from Bangkok—Mr. and  
Mrs. Tog and 4 children, and 11 Chinese.  
Per Rubi, from Manila—Mr. and Mrs. C. C.  
Scott, Comdr. Colwell, U.S.N., Major E. C.  
Carter, Mr. E. Dreyfus, Lieut. and Mrs. R. W.  
Henderson, U.S.N., Dr. Chas. N. Ferrier, Messrs.  
E. Gordon, H. B. Stevenson, Bon Johnston, G.  
B. Reed, J. C. Mulder, Hon. and Mrs. Jas. Ross  
and child, Mr. George Krumie, Hon. E. E.  
Johnson, Messrs. T. H. W. Price, M. G.  
Thompson, and 109 Chinese.  
Per Empress of Japan, from Vancouver—  
Mr. E. Rose, Mrs. A. Clark, Mrs. J. T. Bush,  
Mr. G. Balloch, Mrs. F. Meadus and child,  
Mr. R. R. Scott, Mr. and Mrs. W. C. Hankins,  
Messrs. Wai Kong, Sun Chan, J. P. Dibble,  
Geo Lai, Ma Poo Low, Lee Back Fong, and 82  
Chinese. From Yokohama—Mr. M. S. Brown,  
Capt. Craig, Major Williamson, Comdr. G. H.  
Baird, Lieut. L. T. and Mrs. Hoss, Mrs. H. B.  
Darnell, Hon. G. Stewart, Mr. and Mrs. D. E.  
Brown and child, Mr. G. H. Poits, and 1 Chi-  
nese. From Kobe—Messrs. A. C. Carter, A. B.  
Carpenter, J. B. M. Toyn, W. L. Clark, Miss A. M. Clark, and Mr. B. Black.  
From Nagasaki—Mr. A. Vernon.  
From Shanghai—Messrs. A. Bastien, W. B. Stewart,  
M. Tomita, Chi Yen Poo, E. Fishcher, P. H.  
Ashmead, W. B. Dicks, J. C. Ferguson, Capt.  
and Mrs. Fols, Messrs. J. K. Turnbull, Carrot,  
and 4 Chinese.  
Per Lothian, from Chin-wan-tao—2,053 Chi-  
nese.  
Per C. Ferd. Laeis, from Singapore—420  
Chinese.  
Per Lycemoon, from Shanghai—Messrs.  
Muller, Lyssens, Lochger, Ribaux, and 54  
Chinese.

## Shipping Report.

Str. Lothian, from Chin-wan-tao—Dense  
fog from Shantung to Port with light S.E. winds.  
Str. Hong Wan I, from Shanghai—Mod.  
winds, smooth sea and fine weather throughout.  
Str. Kensington, from Nagata—Moderate to  
Light Variable winds and foggy, Moderate  
Southerly swell.  
Str. Rubi, from Manila—Strong winds from  
S. E. to W. N. W. high sea, and heavy rain  
squalls to Lat. 19° N. hence fine weather into  
port. Fastest fourmasted sailing ship bound  
South Lat. 17° 24' N. 118° 20' E.

## Vessels in Port.

Byramnes.  
Anghin, Ger. s.s., 1,632, F. J. Schaefer, 28th April—Bangkok 21st April, Rice—B. &  
S.  
Ardova, Br. s.s., 2,370, W. L. Smith, 30th April.  
Kuchinotzu 24th April, Coals—M. B. K.  
B. A. Broder, Nor. s.s., 541, A. Andersen, 1st May.  
Saigon 26th April, Rice and Gen.—  
S. W. & Co.  
Benvenue, Br. s.s., 3,392, R. Koble, 30th April.  
Mojl 19th April, Coal—G. L. & Co.  
Boscombe, Br. s.s., 2,433, Wismom, 30th April.  
Mojl 24th April, Coals—B. & Co.  
China, Am. s.s., 3,186, D. E. Friele, 29th April.  
San Francisco 28th Mar., and Manila  
27th April, Mails and Gen.—P. M. S. S.  
Co.  
Fri, Nor. s.s., 860, N. Andersen, 1st May.  
Halphong 28th April, and Holbow 30th.  
Gen.—Agard, Thoresen & Co.  
Haitan, Br. s.s., 1,184, J. S. Roach, 2nd May.  
Fochow 27th April, Amoy 29th, and  
Kwato 1st May, Gen.—D. L. & Co.  
Herakles, Swed. s.s., 1,160, Grundelst, 30th April.  
Gibraltar 24th Feb., and Sabang  
20th April, Ballast—Order.  
Kohlschlag, Ger. s.s., 1,292, C. Gosewisch, 29th April.  
Bangkok 22nd April, Rice—B. &  
S.  
Lisa, Swed. s.s., 1,177, H. Hornsbl, 30th April.  
Kobe 23rd April, Gen.—S. W. & Co.  
Loongang, Br. s.s., 2,092, G. S. Weigall, 1st May.  
Manila 26th April, Gen.—J. M. &  
Co.  
Macquarie, Br. s.s., 2,073, St. John George, 21st April.  
Mojl 21st April, Coal—G. L. &  
Co.

Mausang, Br. s.s., 1,644, R. Houghson, 30th April.  
Sandakan 24th April, Timber and  
Gen.—J. M. & Co.  
Nassovia, Ger. s.s., 3,620, Cantieni, 26th April.  
Shanghai 22nd April, Gen.—H. A. L.  
Ormidale, Br. s.s., 2,395, Jas. Hamilton, 29th April.  
Kobe via Moj 23rd April, Ballast—  
B. & Co.  
Samson, Ger. s.s., 1,632, F. Richwaldt, 2nd May.  
Bangkok via Swatow 22nd April, Rice—M. & Co.  
Slavonia, Ger. s.s., 5,665, L. Madsen, 2nd May.  
Shanghai 29th April, Gen.—H. A. L.  
Suisang, Br. s.s., 1,775, F. T. Wheeler, 1st May.  
Calcutta 15th April, Penang and  
Singapore 15th, Gen.—J. M. & Co.  
Travancore, Br. ship, 2,217, Harget, 30th April.  
Cardiff 5th Sept., Patent Fuel—Govern-  
ment.  
Volute, Br. s.s., 2,599, E. Holliday, 1st May.  
Palmabang 24th April, Petroleum—A.  
K. & Co.  
Yunnan, Fr. s.s., 6,700, Deparat, 30th April.  
Colombo 15th April, Gen.—M. M.

SAILING VESSELS.  
A. G. Ropes, Am. ship, 2,302, D. H. Riners,  
16th Mar., Philadelphia 16th Oct., 1901.  
Case Oil—S. O. Co.  
West York, Br. sq., 720, W. J. L. Post, 15th April.  
Newcastle 15th Jan., Coal—E. A.  
T. Co.

## Steamers Expected.

Vessels	From	Agents	Due
Malta	Singapore	P. & O. Co.	May 4
Kintuck	Singapore	B. & S.	May 4
Denmohr	Singapore	G. L. & Co.	May 4
Iachia	Singapore	C. & Co.	May 4
Athenian	Singapore	C. P. R. & Co.	May 4
P. Sigismund	Singapore	M. & Co.	May 8
Kumsang	Singapore	J. M. & Co.	May 9
Arabia	Japan	P. & A. Co.	May 10
Bayern	Colombo	M. & Co.	May 10
Doric	Japan	O. & O. Co.	May 13
Aragonia	Portland	P. & A. Co.	May 14

Hongkong & Whampoa Dock Returns.  
Tak Hing, at Kowloon Dock.  
Robert Cooke, " "  
Hanoh, " "  
Numantia, " "

## Post Office.

A Mail will close for:—

Swatow, Amoy and Foochow—Per Hat-  
tan, 4th May, 9 A.M.  
Halphong—Per Fri, 4th May, 9 A.M.  
Mojl, Kobe, Yokohama, Victoria, B.C. and  
Tacoma, Wash.—Per Lyr, 4th May, 11 A.M.  
Frederick, Wilhelmshafen, Herberstshole,  
Matupi, Brisbane, Sydney and Melbourne—Per  
Prins Sigismund, 30th May, 11 A.M.  
Shanghai—Per C. Ferd. Laeis, 4th May,  
11 A.M.  
Chefoo and Newchang—Per Pronto, 4th  
May, 11 A.M.  
Yokohama and Kobe—Per Ormidale, 4th  
May, 11 A.M.  
Macao—Per Neungshan, 4th May, 1:15 P.M.  
Singapore—Per Slavonia, 5th May, 1 P.M.  
Macao—Per Loongang, 5th May, 1:15 P.M.  
Manila—Per Loongang, 5th May, 3 P.M.  
Amoy and Manila—Per Rubi, 6th May,  
10 A.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney, Hobart,  
Launceston, New Zealand, Melbourne, Ade-  
laide and Perth—Per Empira, 6th May,  
10 A.M.  
Europe, &c., India, via Tuticorin—Per  
Coronand, 6th May, 11 A.M.  
Cebu and Hilo—Per Katsong, 6th May,  
3 P.M.  
Amoy, Straits and Rangoon—Per Zaida,  
6th May, 5 P.M.  
Kongmoon, Kumchuk, Shiuibing and Takhing  
—Per Lintan, 8th May, 3 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per China, 9th  
May, 11 A.M.  
Singapore, Penang and Calcutta—Per  
Sulsang, 9th May, 2 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, R.C.—Per Empress of  
Japan, 10th May, 10:30 A.M.  
Europe, &c., India, via Tuticorin—Pe  
Frasung, 10th May, 11 A.M.  
Shanghai—Per Liangtang, 10th May, 3 P.M.  
Manila—Per Taming, 10th May, 3 P.M.  
Manila—Per Yuenang, 12th May, 3 P.M.  
Kudat and Sandakan—Per Mayang, 13th  
May, 11 A.M.  
Manila—Per Zafro, 13th May, 11 A.M.  
Singapore, Penang and Bombay—Per Ichin,  
13th May, 11 A.M.  
Manila, Zamboanga, Port Darwin, Thursday  
Island, Cooktown, Cairns, Townsville, Bris-  
bane, Sydney, Hobart, Launceston, New Zea-  
land, Melbourne, Adelaide and Perth—Per  
Tinan, 13th May, 3 P.M.

Mails for Canton, Samshui, Wuchow  
and Macao will be closed on week days at 7:30  
every morning. On Sundays the mail for  
Macao will be closed at 8 a.m., and that for  
Canton at 9 a.m.  
Mails for Namtao, Sanbue, Kongmoon,  
Kumchuk, Samshui, Wuchow and Canton  
every evening at 5 p.m. On Sundays the mails  
will be closed at 9 a.m.  
No mail will be closed for Canton on Satur-  
day evening.

## VISITORS AT THE HOTELS.

CRAIGIEBURN.  
Barnett, H. J. O. Smith, H. Percy  
Dunn, G. H. Torney, Mrs. A.  
Gaskell, Mr. and Mrs. Torney, Miss  
Marchant, Capt. and Torney, Miss J.  
Mrs. and children Webb, Mr. and Mrs.  
Riadore, R.N., Lieut. Montague  
Commander & Mrs. Wilson, Dr. Nowell  
and children Woodward, Mr. & Mrs.  
Smith, Mr. and Mrs. and children  
Grant Wright, Mrs. R. J. L.  
Smith, E. Grant and children  
KOWLOON.  
Bennett, Mr. and Mrs. Harlot, R.M.L.L. Capt.  
Buxton, Lady H. and Mrs. Mackay  
Carrick, Mr. and Mrs. Mitchell, Mr.  
A. F. Stevenson, Lt.-Comdr.  
Eustace, Bert. and Mrs.  
Gibbs, Capt. and Mrs. Watson, Mr. and Mrs.  
A. A. W. H.  
Maclean, Lieut. J.  
OCCIDENTAL.  
Andrews, Mr. and Mrs. Marchant, Capt.  
and family Martin, Mariano  
Beckelman, L. McGill, Mrs. and  
Bohlan, O. child  
Chandler, Lieut. Moser, E.  
Finbar, R. Munro, Miss A.  
Gerard, Capt. J. C. Pennefather, Mrs.  
Hurly, Major M. R. Ploggers, Dr.  
Kerkhoven, Mrs. and Pina, Sitalno Lopez  
Schlakter, Capt. and  
Kort, Dr.  
Kong, Dr.  
Krell, Mr.  
Lowe, Mr. and Mrs. J. Williams, Mrs. G. W.  
C. and daughter Winter, J. E.  
Margaret, Mrs. and Yarnell, Mrs. H. E.  
children

HONGKONG.  
Ashmead, P. H. Harding, R.  
Aslan, W. Mc Hess, Capt. and Mrs.  
Barthel, J. C. G. L. T.  
Bates, Mrs. C. C. Innes, E.  
Bingham, Mr. & Mrs. Innes, E. F.  
J. E. and child Johnson, E. F.  
Birbeck, R. J. Jones, J. P.  
Bissell, W. S. Jones, S. M.  
Bisney, S. Kempf, H. H.  
Bisney, Mrs. Kerr, F.  
Bisney, Miss Krassnoff, T. A.  
Blair, D. K. Krimaleg, G.  
Boggan, Mr. and Mrs. Laing, A. H.  
and infant Lees, H.  
Bonner, E. A. Lewis, A. R.  
Borthwick, Mrs. R. W. Mackay, C. H.  
and child Macaulay, Dr. & Mrs.  
Bowden, V. R. H. R.  
Bowen, Mr. and Mrs. Marriott, Dr. O.  
D. B. and child McArthur, T. P.  
Brughall, L. Miller, P. F.  
Buck, Hart. Moir, R. W. Mrs. W. M.  
Carter, E. C. Moon, Mr. & Mrs. E. M.  
Clark, Hon. Dr. Francis Moore, Dr. W. B. A.  
Clark, T. T. Murray, E. H.  
Clegg, R. M. Eg. Li. Murray, E. H.  
and Mrs. H. F. S. Newington, A. G.  
Cochran, Mrs. F. S. Nabury, E.  
Colwell, J. O. Olliffe, U. C.  
Cunningham, G. Parfitt, W.  
Cunningham, Miss A. S. Patey, Mrs. E. O.  
Davies, F. O. T. Perkins, Mr. and Mrs.  
Deacon, F. J. T. Platt, Mr. and Mrs. A.  
Deconfer, S. G. and infant  
Dicks, W. B. Platt, E. V.  
Doollittle, F. H. Ransay, F. O.  
Doos, F. Ransay, Mrs. F. O.  
Douglas, Capt. & Mrs. J. Roach, Mrs. J. S. and  
Downing, Mr. and Mrs. child  
T. C. Smyth, Mr. and Mrs. F.  
Duryee, Miss (3) Skott, C.  
Felix, C. P. Snewin, E. A.  
Ferguson, J. C. & son Somerville, Geo.  
Ferrier, C. N. Soper, C. H.  
Fletcher, H. Stanley, H. H.  
Foltz, Capt. and Mrs. Stein, A. L.  
Foreman, Mrs. A. W. Stewart, W. M.  
Frost, B. L. Sutherland, H.  
Gillon, E. C. Thornbrow, J.  
Glover, C. Trinnell, W. D.  
Gordon, E. N. S. Unbehauen, C. H.  
Grant, A. W. Wakefield, Mrs. and  
Grone, Dr. and Mrs. F. Miss  
Hall, Capt. T. Wemyss, J. L.  
Hanson, J. Woolmer, Mr. and Mrs.  
Henderson, Lt. & Mrs. C. E.  
Hurst, R. N. Engineer. Zehrmann, F. C.  
Capt.

PRAC.  
Aucott, E. F. Louder, Mr.  
Beattie, A. Martin, R.  
Beattie, M. P. Moxon, Mr. and Mrs.  
Bentwick, Capt. and Mrs. Herbert  
Mrs. and children Mueller, J.  
Bunney, Col. and Mrs. Oliver, Mr. and Mrs.  
F. W. and children O'Neil, J. I. Hough  
Clobert, A. U. Painter, Maj. and Mrs.  
Dixon, Mr. Parker, R. N. A. R.  
Dymock, Lieut. A. Parker, Mrs.  
Edwards, Mr. and Mrs. Pansy, Major  
G. Capt. Pansy, Capt. H. W.  
Hallingworth, Mr. and Mrs. Phillips, Major  
Mr. Pollock, K. C. Mr.  
Hardy, Mrs. Rouchier, Mr. and Mrs.  
Harker, B. Brotherton Rymer, Mr. and Mrs.  
Hassan, Mr. and Mrs. Sawyer, Mrs.  
Haynes, Col. Snelain, A.  
Hayland, F. A. Smith, C. W.  
Helsaun, A. Smith, Mr. and Mrs.  
Hett, Mr. and Mrs. Spalckhaver, W. O. C.  
F. Taget Stokes, Mr.  
Hudig, D. Thomas, Mr.  
Ireland, H. Uffell, von  
Jeffries, H. U. Wandin, Gordon  
Joseph, Mr. and Mrs. Walsins, R. E., Capt.  
Jove, Major and Mrs. and Mrs.  
Kearl, Major & Mrs. White, Dr. and Mrs.  
Lang, Mr. M. J.

## CHINA COAST METEOROLOGICAL REGISTER.

May 2nd, 1905, a.m.

	Bar.	Th. Hu.	Wind	Wt.
Vladivostok	7 a.m.	29.57	SE	4
Nemuro	6 a.m.	29.57	SE	4
Hakodate	6 a.m.	29.57	SE	4
Kochi	6 a.m.	29.57	SE	4
Nagasaki	6 a.m.	29.57	SE	4
Kagoshima	6 a.m.	29.57	SE	4
Oshima	6 a.m.	29.57	SE	4
Naha	6 a.m.	29.57	SE	4
Ishigakijima	6 a.m.	29.57	SE	4
Taihouku	6 a.m.	29.57	SE	4
Taichu	6 a.m.	29.57	SE	4
Tainan	6 a.m.	29.57	SE	4
Koshun	6 a.m.	29.57	SE	4
Pescadore	6 a.m.	29.57	SE	4
Weihaiwei	6 a.m.	29.57	SE	4
Sharp Peak	6 a.m.	29.57	SE	4
Amoy	6 a.m.	29.57	SE	4
Swatow	6 a.m.	29.57	SE	4
Canton	6 a.m.	29.57	SE	4
Hongkong	6 a.m.	29.57	SE	4
Victoria Peak	6 a.m.	29.57	SE	4
Gap Rock	6 a.m.	29.57	SE	4
Macao	6 a.m.	29.57	SE	4
Halphong	6 a.m.	29.57	SE	4
Manila	6 a.m.	29.57	SE	4
Bacolod	6 a.m.	29.57	SE	4
Hilo	6 a.m.	29.57	SE	4
Cebu	6 a.m.	29.57	SE	4
C. St. James	6 a.m.	29.57	SE	4

	May 3rd, 1905, a.m.	May 3rd, 1905, p.m.
Vladivostok	7 a.m.	29.57
Nemuro	6 a.m.	29.57
Hakodate	6 a.m.	29.57
Kochi	6 a.m.	29.57
Nagasaki	6 a.m.	29.57
Kagoshima	6 a.m.	29.57
Oshima	6 a.m.	29.57
Naha	6 a.m.	29.57
Ishigakijima	6 a.m.	29.57
Taihouku	6 a.m.	29.57
Taichu	6 a.m.	29.57
Tainan	6 a.m.	29.57
Koshun	6 a.m.	29.57
Pescadore	6 a.m.	29.57
Weihaiwei	6 a.m.	29.57
Sharp Peak	6 a.m.	29.57
Amoy	6 a.m.	29.57
Swatow	6 a.m.	29.57
Canton	6 a.m.	29.57
Hongkong	6 a.m.	29.57
Victoria Peak	6 a.m.	29.57
Gap Rock	6 a.m.	29.57
Macao	6 a.m.	29.57
Halphong	6 a.m.	29.57
Manila	6 a.m.	29.57
Bacolod	6 a.m.	29.57
Hilo	6 a.m.	29.57
Cebu	6 a.m.	29.57
C. St. James	6 a.m.	29.57

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.						
NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity ... ..	despatch-vessel ...	1,700	4	3,000	Commander Harbord ... ..	Mira Bay
Albion † ... ..	battleship, 1st class ...	12,950	16	13,500	Captain Sydney R. Fremantle ... ..	Hongkong
Andromeda ... ..	cruiser, 1st class ...	11,000	16	16,500	Captain R. J. elson Ommannoy ... ..	Hongkong
Asraea ... ..	cruiser, 2nd class ...	4,360	10	7,000	Captain Lionel G. Tufnell ... ..	Yangtze
Bonaventure ... ..	cruiser, 2nd class ...	4,360	10	7,000	Captain H. H. Torlesse ... ..	Mira Bay
Centurion ... ..	battleship, 1st class ...	16,500	14	13,000	Captain Fegan ... ..	Mira Bay
Cherub ... ..	water tank and tug ...	390	—	300	—	Hongkong
Diadem ... ..	cruiser, 1st class ...	11,000	16	16,500	—	en route to Singapore
Fame ... ..	torpedo boat destroyer ...	306	6	5,700	Lieut.-Commander Stevenson ... ..	Hongkong
Glory ... ..	battleship, 1st class ...	12,950	16	13,500	Captain Hon. Stoford ... ..	Mira Bay
Handy ... ..	torpedo boat destroyer ...	275	6	4,000	Reserve ... ..	Hongkong
Hart ... ..	torpedo boat destroyer ...	275	6	4,000	Lieut.-Commander Richards ... ..	Hongkong
Hecla ... ..	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton ... ..	en route from England
Hogue ... ..	cruiser, 1st class ...	12,000	14	21,000	Captain Shortland ... ..	Mira Bay
Humber ... ..	storeship ... ..	1,640	—	800	Lieut. P. M. Riadore ... ..	Hongkong
Iphigenia ... ..	cruiser, 2nd class ...	3,600	8	7,000	Captain William B. Fawcner ... ..	Singapore
Janus ... ..	torpedo boat destroyer ...	280	6	3,900	Reserve ... ..	Hongkong
Janus ... ..	river gunboat ... ..	85	4	1,400	Lieut.-Commander E. V. F. R. Dugmore ... ..	Yangtze
Merchess ... ..	river gunboat ... ..	180	2	800	Lieut.-Commander F. B. Noble ... ..	West River
Ocean ... ..	battleship, 1st class ...	12,950	16	13,500	Captain T. G. Greet ... ..	Mira Bay
Otter ... ..	torpedo boat destroyer ...	275	6	4,000	Reserve ... ..	Hongkong
Rahbler ... ..	surveying-vessel ... ..	815	6	650	Commander C. E. Munro ... ..	West River
Robin ... ..	river gunboat ... ..	85	2	240	Lieut.-Commander Robert E. Vaughan ... ..	Shanghai
Sandpiper ... ..	river gunboat ... ..	85	2	240	Lieut.-Commander H. T. Alky ... ..	Yangtze
Sirius ... ..	cruiser, 2nd class ...	3,600	8	7,000	Captain C. H. H. Moore ... ..	Singapore
Sirius ... ..	river gunboat ... ..	85	2	240	Lieut.-Commander Davidson ... ..	Yangtze
Taken ... ..	torpedo boat destroyer ...	250	6	6,500	Reserve ... ..	Hongkong
Taken ... ..	cruiser, 1st class ...	12,000	14	21,000	Captain W. L. Grant ... ..	Singapore
Tam ... ..	receiving ship ... ..	4,650	6	2,800	Commodore Dicken ... ..	Singapore
Tam ... ..	river gunboat ... ..	180	2	800	Lieut.-Commander E. Secrejan ... ..	Yangtze
Teal ... ..	cruiser, 2nd class ...	3,400	8	9,000	Captain J. A. G. Wilkinson ... ..	Singapore
Thetis ... ..	battleship, 1st class ...	12,950	16	13,500	—	Singapore
Vengeance ... ..	torpedo boat destroyer ...	355	6	6,300	Lieut.-Commander Gregory ... ..	Hongkong
Virgo ... ..	surveying ship ... ..	620	4	450	Commander R. W. Glennie ... ..	Hongkong
Waterwitch ... ..	torpedo boat destroyer ...	360	6	5,900	Lieut.-Commander C. E. L. Thomas ... ..	Hongkong
Whiting ... ..	river gunboat ... ..	150	2	550	Lieut.-Commander H. George Somerville ... ..	Yangtze
Woodcock ... ..	river gunboat ... ..	150	2	550	Lieut.-Commander Jac. F. Knox ... ..	Yangtze

\* Flag of Admiral Sir Gerard U. Noel. Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.



## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His  
Majesty's Mails, will be despatched from  
this for BOMBAY, on SATURDAY, the  
6th May, at Noon, taking Passengers and  
Cargo for the above ports in connection with  
the Company's S.S. Victoria, 6,522 tons, from  
Colon, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Arabia,  
due in London on the 18th June.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 22nd April, 1905. [2]

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA."

Captain Boyer, will be despatched for MAR-  
SEILLES on TUESDAY, the 16th May,  
at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS, 30th May.

S.S. POLYNESIEN, 13th June.

S.S. CALEDONNIEN, 27th June.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd May, 1905. [7]

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	At May 4
Hyades	3,753	Geo. Wright	May 23

† Cargo only.

Steamer marked (\*) have no second-class  
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 2nd May, 1905. [8]

## BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic, Cyclostyle  
and Eklans Duplicator.

Hongkong, 23rd February, 1905. [64]

## For Sale.

## FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR  
BOAT, handsomely finished, fitted with  
Cushions, Awning, &c. A brand new 34 Horse  
Power Motor never been used for more than  
test trials, everything in excellent condition,  
speed 9 miles.

Apply to—  
ORIENTAL CONSTRUCTION CO.,  
Alexandra Buildings.  
Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905. [50]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

## FOR SALE.

## INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

## INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.,

GASOLINE AND GAS  
LAMP'S

at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

## To Let.

## TO LET.

A LARGE BUNGALOW, with splendid  
view of the sea front, No. 2, BAY VIEW,  
KOWLOON, containing Five Large and Three  
Small Rooms, with complete Electrical fittings,  
Tennis Court and Garden.

Apply to—

H. RUTTONJEE,

Hongkong or Kowloon.

Hongkong, 2nd May, 1905. [531]

## TO LET.

WITH IMMEDIATE POSSESSION.

THE "FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 1st May, 1905. [527]

## TO LET.

NO. 1, STEWART TERRACE,  
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

## TO LET.

A BUILDING at CAUSEWAY BAY, in  
present in occupation of the State  
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [169]

## Dentistry.

## THE AMERICAN SYSTEM

## OF

## DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VUEX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [167]

## TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904. [66]

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	£1,000,000 \$8,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	\$790 buyers {London £80 \$37 buyers
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	\$37 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	\$185 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,902 \$362,166 \$374,445	Nil.	\$41 for year ended 30.4.1904	\$58
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/5 1904	Tls. 82 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$172,749 \$893,110 \$846,773 \$700,000 \$37,794	\$2,078,097	\$35 for 1903	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$15,075 \$5,561	\$486,284	\$12 and \$3 special dividend for 1903	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$15,075 \$5,561	\$329,047	\$6 dividend & \$1 bonus for 1903	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000 \$15,075 \$5,561	\$360,372	\$34 for 1903	\$305
SHIPPING, TUG AND CARGO BOATS.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$156,444	Nil.	\$2 for year ended 30.6.1904	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$100,000	\$26,160	\$1 for second half-year 1904	\$261 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£1,000,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	\$124
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	{Tls. 24 final making Tls. 44 for 1904 Tls. 14 final making Tls. 34 for 1904	Tls. 54 buyers Tls. 48 sellers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£40,000 £4,116	£38,852	Interim of 1/- (Coupon No. 5) for 1904	21/6 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$1,287	{£1.80 & b. 40 cts. \$3.00 & b. 20 cts.} for year ending 30.4.04	\$371 sales \$281
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 \$100,000	\$21,231	\$10 for 1904	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 33 for 1904	Tls. 28 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$100,000	\$12,812	Final of Tls. 12 making Tls. 33 for 1904	\$225
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$100,000	\$12,812	\$3 for 1897	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.9.04	Tls. 60 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000 £4,116	£7,820	No. 3 of 1/6 50 cents making G. \$1 for 1904	Tls. 71 G \$171 sales
Oriental Consolidated Mining Company, Limited	50,000	£1	£1	£40,000 £4,116	£7,820	No. 12 of 1/4=48 cents	\$4 sellers
Raub-Australian Gold Mining Company, Limited	150,000	£1	£1	£40,000 £4,116	£7,820	Final of Fcs. 25 making Fcs. 55 for 1903	\$490
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	\$3.75 for 1904	\$321 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$150,000 \$15,000	\$18,577	\$3.75 for 1904	\$321 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$1,000,000 \$100,000	\$20,422	Final of Tls. 12 making Tls. 33 for 1904	\$106 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$100,000	\$20,422	{ \$6 dividend and \$1 bonus for 2nd half- year 1904 \$10 div. & \$5 bonus for year end. 30/6/04 \$14 for 1903 \$30 div. and \$21 bonus } for 1903	\$205 \$175 buyers \$21 sellers \$50 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$1,000,000 \$100,000	\$20,422	\$7 dividend \$5 interim for 1904/5	\$111 Tls. 157
New Amoy Dock Company, Limited	12,000	\$100	\$100	\$1,000,000 \$100,000	\$20,422	Final of Tls. 6 making Tls. 10 for 1904	Tls. 187 sales
Riley Hargreaves & Co., Limited	6,000	\$50	\$50	\$1,000,000 \$100,000	\$20,422	\$20 for 2nd half year making \$26 for 1904	\$400 sales
Do. (Preference)	6,000	\$50	\$50	\$1,000,000 \$100,000	\$20,422	Tls. 18 for 1904	Tls. 187 buyers
S. C. Farnham, Boyd & Co., Limited	2,750	\$100	\$100	\$1,000,000 \$100,000	\$20,422	\$24 for year ended 30.6.1904	\$129 sales
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	Tls. 3,700	Tls. 10,711	Final of Tls. 5 making Tls. 9	Tls. 145 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,000,000 \$100,000	\$20,422	\$5 for second half-year making \$10 for 1904	\$143
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 250	Tls. 17,500	Final of \$6 making \$12 for 1904	\$127 buyers
LANDS, HOTELS & BUILDING.							
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,000,000 \$100,000	\$20,422	Tls. 0.874 for the year ending 31.3.1904	Tls. 22 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,006	90 cents for 1904	\$124 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$100,000	\$20,422	\$3 for 1904	\$361 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$100,000	\$20,422	{ Tls. 3 final and Tls. 2 bonus making Tls. 5 for 1904 Tls. 8 for 1904 Tls. 5 for 1904 Final of Tls. 4 making Tls. 7 for 1904	Tls. 115 sales Tls. 47 sellers Tls. 125
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 225	Tls. 680	None	Tls. 12 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$100	\$11,958	Final of \$1.70 making \$3.20 for 1904	\$55 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$100,000	\$20,422	Tls. 4 for year ended 31.10.1903	Tls. 371 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 2,600	Tls. 40,16	50 cents for the year ending 31.7.04	\$161 sellers
Tientsin Land of Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000	Tls. 670	Interim of 3 % a/c 1898	Tls. 35 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 77,260	Tls. 735	Interim of 4 % a/c 1898 on 6,000 shares	Tls. 40 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	Tls. 94,100	Tls. 5,150	4 % for 1897	Tls. 180
West Point Building Company, Limited	15,500	Tls. 25	Tls. 25	Tls. 387,500	Tls. 1,747	\$125 for year ending 30.6.1900	\$100
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750	Tls. 11,655	First year	\$91 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 6,250	Tls. 22,862	Final of Tls. 6 making Tls. 9	Tls. 68 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 13,619	Interim of 50 cents for 1904	\$115 buyers
Laon-king-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 10,000	6d. per share for 1903	\$54 buyers
Soo Chee Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	Tls. 1,500	Tls. 22,050	\$3 for 1904	\$30
CIGARS AND TOBACCO COS.							
Alhambra, Limited	300	\$200	\$200	\$779	nil	Final of 50 cents making \$1.50 for 1904	\$21 sellers
Philippine Company, Limited	67,500	\$10	\$10	\$675	nil	Interim of 7 per cent for 1904	\$100
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Preferential of 7 per cent for 1904	\$58 sellers
MISCELLANEOUS.							
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$100,000	\$2,883	\$1 for 1904	\$13
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	\$400,000 \$40,000	\$1,161	\$1 for 1904	\$10
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,182	\$1 for 1904	\$10
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000 \$1,200	\$1,182	\$1 for 1904	\$10
Central Stores, Limited	6,000	\$15	\$15	\$90,000 \$9,000	\$1,502	\$1 for 1904	\$10
Do. (Founders)	143	\$15	\$15	\$2,145 \$214.50	\$1,502	\$1 for 1904	\$10
Do. (New Issue)	143	\$15	\$15	\$2,145 \$214.50	\$1,502	\$1 for 1904	\$10
China-Borneo Company, Limited	24,000	\$15	\$15	\$360,000 \$36,000	\$1,502	\$1 for 1904	\$10
China Flour Mill Co., Limited	4,000	\$12	\$12	\$48,000 \$4,800	\$1,502	\$1 for 1904	\$10
China Light and Power Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 1,500	Tls. 718	\$1 for 1904	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$100,000	\$1,581	\$1 for 1904	\$10
Dairy Farm Company, Limited	25,000	\$10	\$10	\$250,000 \$25,000	\$1,581	\$1 for 1904	\$10
E. L. Mondon, Limited	7,000	\$71	\$6	\$497,000 \$49,700	\$1,581	\$1 for 1904	\$10
Fraser and Neave, Limited	4,500	\$50	\$50	\$225,000 \$22,500	\$1,581	\$1 for 1904	\$10
Green Island Cement Company, Limited	100,000	\$50	\$50	\$5,000,000 \$500,000	\$1,581	\$1 for 1904	\$10
Do. (New Issue)	100,000	\$50	\$50	\$5,000,000 \$500,000	\$1,581	\$1 for 1904	\$10
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$42,000	\$1,581	\$1 for 1904	\$10
Hongkong & China Gas Company, Limited	7,000	£10	£10	£70,000 £7,000	£7,625	\$1 div. and 2/- bonus for 1903	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	\$300,000 \$30,000	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	\$171 buyers \$111 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	\$300,000 \$30,000	\$1,747	\$15 for year ending 30.11.1904	\$200 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$125,000 \$12,500	\$1,747	Final of \$13 making \$17 for 1904	\$242
Hongkong Rope-Manufacturing Company, Ltd.	5,000	\$25	\$25	\$125,000 \$12,500	\$1,747	\$10 for 1904	\$150 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000 \$15,000	\$399	Final of 70 cts. and 10 cts. bonus making \$1.80 for the year ended 30.9.04	\$18 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$1,000,000 \$100,000	\$1,400	\$8 for 1904	\$135 buyers
Leau, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$250,000 \$25,000	\$1,400	Interim of \$5	\$135 buyers
Mauchamp & Co. (Shanghai)	2,500	\$100	\$100	\$250,000 \$25,000	\$1,400	1st quarterly of Tls. 71, paid 15.3.05	Tls. 240 buyers
Mauchamp & Co. (Shanghai)	2,500	\$100	\$100	\$250,000 \$25,000	\$1,400	\$2 for year ended 31.10.1904	\$23
Maynard and Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 12,500 Tls. 1,250	Tls. 35,849	Final of \$3 making \$5 for the year ending 30.6.04	\$5 sales
Maynard and Langkat, Limited	3,400	\$10	\$10	\$34,000 \$3,400	\$832	None	\$50
S. Mourie & Company, Limited	4,000	\$50	\$50	\$200,000 \$20,000	\$832	Final of Tls. 5 making Tls. 8 for 1904	Tls. 112 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	\$60,000 \$6,000	\$832	Tls. 5 for 1903	Tls. 75 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 800	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	Tls. 150 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 270	Tls. 7,359	Final of 37/6 making 55/6 for 1904	Tls. 410
Shanghai Paper and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450	Tls. 7,359	\$64 for year ended 31.7.1904	\$82
Shanghai Waterworks Company, Limited	7,200	£20	£20	£14,400 £1,440	\$1,769	None	\$23 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$30,000 \$3,000	\$1,769	60 cents for year ended 31.5.04	\$7 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$15,000	\$1,769	\$1 for year ended 31.10.1904	\$50
Steam Laundry Company, Limited	5,010	\$5	\$5	\$25,050 \$2,505	\$1,769	\$10 for second half year 1904	\$150 sales
Straits Ice Company, Limited	10,000	\$5	\$5	\$50,000 \$5,000	\$1,769	\$1 div. and 55 cents bonus for half year ended 30.6.04	\$1 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	\$200,000 \$20,000	\$1,769	Tls. 2 for half year	Tls. 100
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 294.10	Tls. 2,035	Final of Tls. 4 making Tls. 8 for 1904	Tls. 125 sales
Tientsin Waterworks Company, Limited	2,900	Tls. 100	Tls. 100	Tls. 290	Tls. 2,211	60 cents for year ended 31.5.1904	\$91 buyers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$90,000 \$9,000	\$480	Interim of 50 cents for year 1901/1902	\$100 buyers
Do. (Founders)	1,100	\$10	\$10	\$11,000 \$1,100	\$480		\$100 buyers
William Powell, Limited	12,000	\$10	\$10	\$120,000 \$12,000	\$588		\$100 buyers